

The Northwest.

An Illustrated Journal of Literature, Agriculture and Western Progress.

VOL. II.—No. 9.

ST. PAUL AND MINNEAPOLIS, SEPTEMBER, 1884.

PRICE 10 CENTS.

UP THE MISSOURI RIVER.

A Lady's Journal of a Voyage from Bismarck to Fort Benton.

WRITTEN FOR THE NORTHWEST.

We are starting in the "June rise," and as we start out the current is swift, the water rising, and all congratulate themselves the Helena will make a quick trip to Benton, which is 1,200 miles up the Missouri from Bismarck, and all hope to get to Benton in ten days, which is about the fastest time ever made, the time going up being anywhere from ten to fifteen days and sometimes much longer, when the water is low and they have trouble with sand bars, but now, during the high water, we have no fear of that. The boats come down the river in much less time, making the trip down sometimes in four or five days.

Now we are fairly started and look about us. We are speeding along the sandy shores, whose banks are all the time melting away very like brown sugar, the tide ever carrying the sand from one shore across to the other bank. Ah, what a fickle, changing river is this big muddy Missouri; but how pretty is the sight this bright June day as we watch the green trees and grassy slopes and more distant buttes as we glide by. All day we traverse such a crooked, winding way, sometimes very near the right bank, then close over to the left, then again for a time we are in the middle of the stream, until it becomes a question in our minds how the pilot can follow such a changing, crooked channel. The banks are quite varied, sometimes a low sandy beach, then tall trees, mostly cottonwood and willow, growing close down to the water, with undergrowth of wild flowers and shrubs, some of them very fragrant; again we are passing high bluffs, and sometimes a rolling prairie stretches away.

About 8 o'clock P. M. we stop at Washburn City, a small town with twelve or fifteen houses, one good-sized hotel and one church. Washburn is the county seat of McLean County. It has a fine location high up from the river, with rolling prairie stretching back, and a charming view looking toward the river. It is forty-five miles from Bismarck by the river but a much shorter distance by land. After we start from Washburn we sit out upon deck in the beautiful moonlight, listening to and telling all sorts of stories until a late hour, when we bid each other good night and go to our state rooms. And thus is ended our first day out.

Wednesday morning, June 4, opens bright and

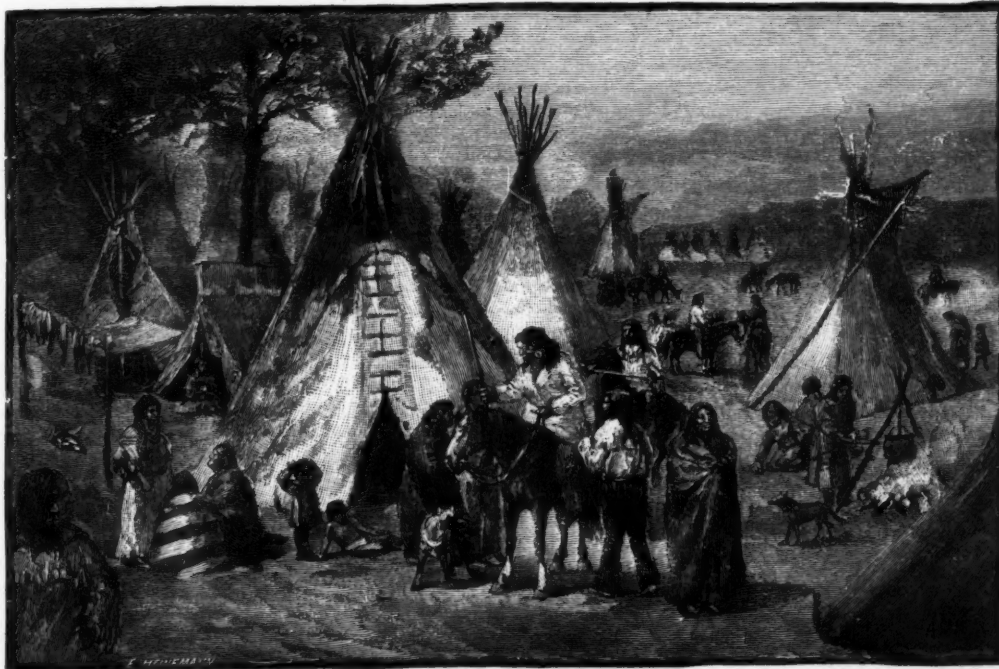
beautiful. The river banks look much as the day before. Singing birds in the tree tops, as we pass, lend music to the trip. About 10 A. M. we stop at Fort Stevenson to take on wood, and a ranchman on board improves the opportunity to go on shore and secure cuttings of cottonwood and willows to take home and put out upon his farm. Fort Stevenson is 104 miles up the river from Bismarck, and here we send our first letters back, as a stage carries the mail from this point to Bismarck. Fort Stevenson is now unoccupied but is soon to be used for an Indian school, which is under the control of the Berthold Agency.

This morning we saw a few wild ducks keeping near the shore. So far that is all the game we have seen. Occasionally we see a butte with its smooth, ringed, sloping sides and the red scoria jutting out here and there, which brings to mind the

lignite coal. Once or twice a day we stop to take in wood, as we consume about one cord every hour, and it is an interesting sight to see the deck hands, or roustabouts, as they are called, hurrying to and fro with great sticks of wood upon their backs, and to see how quickly eight or ten cords of wood can be transferred from the shore to the boat.

The third day the same scenery continues, the buttes and valleys, with the lovely green grass and tall trees in some places, with an undergrowth of shrubs and flowers. In the afternoon, as we pass along in a place rather hard of access, among the undergrowth we see eight or ten horses as though they had been secreted among the trees, and crossing the river below us is a long row boat containing four men, two of them rowing as hard as possible, while the other two seem to be trying to keep something above the water. We

take our field glass and find each of the two men in the back part of the boat have hold of horses' ears and are making what seem to be frantic efforts to keep their heads above the water; the current is swift and at that place the river wide, and the poor animals look almost exhausted. The whole group are evidently bound for the place where the other horses now are; and we are told by the captain that these men are horsethieves, and they have undoubtedly stolen these horses from ranches upon the Yellowstone, and are now in hiding down here. The clouds begin to darken and the rain comes down, the hours slip by, and thus closes our third day out.



INDIAN CAMP ON THE UPPER MISSOURI.

buttes of the Dakota Bad Lands. On board the steamer is a Pawnee Indian who has come from some school down the river and is on his way up to Berthold to teach in the Indian school there.

About 3 P. M. we arrive at Berthold. There is an Indian settlement here, the remnants of three tribes, the Gros Ventres, the Arickarees and the Mandans, and we see many Indians in fantastic costumes as they come down to the river and watch the boat come in and the teacher land. After we leave the landing several Indians push out from shore in their tub-shaped boats, which are made of hides and are moved in the water by one person (generally an Indian squaw) standing in front and using one paddle. When they land they take their boats upon their backs and carry them home to dry before again using them.

After leaving Berthold the country becomes more rugged, the landscape in some places being thickly covered with buttes, with scoria showing, and along the banks in many places we see edges of veins of

The fourth day comes as the others. What a dreamy life is the life on board of a river steamboat. The scenery of this day is much as the days before, only that here and there we see some very nice looking ranches, and they look very romantic and picturesque nestling under the shadows of the buttes. About 6 P. M. there comes up very suddenly a severe wind storm; so hard does the wind blow that our boat is obliged to remain at a standstill close by the shore. The wind subsides in about an hour, and we are again upon our way. Later we see, among the underbrush and trees upon the shore, a deer glide swiftly from one clump of bushes to another with a startled look as our boat goes by.

Upon our fifth day out, in the early morning, we pass Fort Buford. It is a government military post, having four companies of infantry and two of cavalry. Just beyond the fort we pass the mouth of the Yellowstone River, and as we go on the Missouri becomes narrower and the water much smoother, with not nearly so swift a current; and now we can keep more nearly in the center of the stream.

About noon we come to one of the most beautiful places we have yet seen; the boat stops to take on wood, and we take our glass to examine more closely the landscape. It is like a magnificent park with groves of ash trees, smooth green spots with high rugged buttes forming a back ground. Many of the buttes have their tops formed of the bright red scoria, with here and there veins of lignite coal coming to the surface. Other places are covered with sage brush and buffalo grass, and clumps of evergreen trees fringe the canyons. It is a charming spot and one well calculated to make a profitable ranch. This place, we are told, is called "Big Horn Bluffs." We are told that all along these buttes continue back from the river for a few miles but beyond them it is smooth prairie. Occasionally we see wild geese wandering upon the shore with their broods of young. They seem not to be at all afraid as we steam by.

On the morning of the sixth day out, about 6 o'clock, we arrive at Poplar River, where there is a large settlement of Indians, not living in log huts as we have seen most of them before, but in the genuine Indian wigwam or tepee. There are several hundred of these tents and in the early morning it is a picturesque sight to see the smoke curling out of their tops. Many Indians, with their blankets wrapped around them, stand around watching our boat as we land long enough to deposit the freight we have for this point, and also a hospital steward and family who have come from Fort Hale to take charge of the hospital here. The Poplar River at this point empties into the Missouri. More Indians are seen as we pass along, until the "noble red man" with the squaws and papposes are no longer a thing of wonder to us. But the most amusing scene we have had with them was as we stopped for wood at one place. There were several squaws with their papposes down upon the shore near the boat, and we commenced studying their style and costumes through our glass, but as soon as they saw the glass leveled at them, they seemed to think we were casting over them some evil charm, and they at once fell to the ground, covering themselves and their children completely with their blankets, their heads close to the ground, and continued in this posture, apparently very much afraid as long as we gazed at them.

Forty miles up the river from Poplar is Wolf's Point, belonging to the Poplar Agency, and here is another Indian settlement. When the boat comes to the landing the bank is lined with Indians of all ages, many in bright and gorgeous costumes. These are Sioux Indians. We talk with some in their sign language and make them understand we wish to buy some of their beads and other decorations, and for silver money they are not loth to part with any we may want.

The next point of interest is old Fort Peck. There is very little here now to show what was once an important trading post.

Upon the afternoon of our seventh day we go on shore where they are taking on wood and come in with our hands full of roses. They are so delicate and fragrant, and now the bottom lands are covered with them. The old Indian saying is that when "these roses are in their full bloom then the river is at its height." We decorated our cabin with great bunches of them. After supper we go up in the pilot house and the pilot points out to us the spot where last year the steamer Red Cloud was wrecked. She ran into a snag and got shipwrecked and went to pieces. Farther up the river we round a bend and are told that point is called "Bush's Grave," because a Mr. Bush is buried up there, with but a wooden cross to mark the spot. Thirty or thirty-five years ago, Bush, who was a hunter and trapper, was coming down in his little boat and his gun accidentally went off and killed him, and they buried him there, the place ever since bearing his name.

Our pilot is a man of much experience and is the oldest pilot upon any river. He has been running upon different rivers for the past forty-six years. He took the first boat to Fort Benton. It was in the year of

1859, and at that time it was generally supposed to be impossible to take a steamer through. This man started from St. Louis with two boats in command, the Spread Eagle, a large boat, and the Chippewa, a smaller one. He brought the Spread Eagle as far as the Yellowstone River, then took the Chippewa and went on to Fort Benton. It was a great undertaking in those days, as at that time many savage Indians were along this river and caused much trouble. Since then, also, the government has made many improvements along the river, and there are still more, they tell us, to be made.

Now we are about 600 miles up the river from Bismarck and are in the mountain pine region. We can see pine trees all along upon the hills, but the cottonwood is still near the water in the bottom lands. During the past day or two, although it is about the middle of June, we have seen floating blocks of ice, some very large, from twenty to thirty feet long by twelve to fifteen wide, and several feet thick. These blocks of ice were floated down at the break up of the river in the spring and have been embedded in sand bars. Now the high water has floated them out. We come to the Musselshell River, where there is a prairie dog town of several acres in size, which is the only known one upon the river.

Upon our ninth day out all the afternoon we go through the fine scenery of the Lower Canyon of the Upper Missouri River. The high rocky walls, hundreds of feet high, with the grotesque and wonderful shapes formed by the rocks, here and there a crouching lion, a goddess of liberty, monks, and many tall pillars, some with what look like animals heads to cap them. One we name the tiger pillar. It is a tall shaft of rock forty or fifty feet high, with a tiger head on top. Later we pass Cow Island (at the time of low water the steamers only come up to this point and a train of ox teams carry the freight to Fort Benton over land). For about 100 miles through these canyons every little distance there are rapids. We watch the pilot as he steers through Burd Rapids, which is about 300 yards in length, a solid bed of rock with but a narrow place for the boat to go through. Farther up we come to what used to be called Lone Pine Rapids, but the name has been changed to Magpie Rapids. Then comes Maloon's wood yard, and there the steward gets a part of a mountain sheep and we procure the horns. For some time yet we watch the varying landscape and finally are surprised when we look at our watches to find that it is 10 o'clock at night. It seems remarkable to us that we can read out upon deck at 10 o'clock P. M., and at 11 when we go in there are still streaks of daylight in the sky.

On our tenth day out, about noon, we arrive at the city of Judith. It is a new town at the junction of the Judith with the Missouri River. It now has but six or seven houses and one large warehouse and store, but with Western enterprise back of it we have no doubt but that very soon it will bear out its name of city. We here put ashore thirty-four tons of freight, a part for this place and a part to be taken overland to Lewistown, about forty miles up the Judith River. About 2 P. M., we arrive at Drowned Man's Rapids. Here the deck hands, about twenty in number, take a heavy rope 2,000 feet ahead by land and fasten it securely, and the boat is drawn over. The water comes with such power it could not otherwise get up.

The Lower Canyon of the Upper Missouri River is about fifty miles in length. Very soon we enter the second canyon, this being about forty miles in length. This is more wonderful than the first. Most of the rocks are of a light gray color, and form massive walls and old ruined castles and temples and ancient tombs, and much statuary is formed by them; not carved by mortal hands. Here are the Twelve Apostles; beyond, an immense statue of the Madonna and child and many others. As we look we fall to dreaming of the centuries past that these great monuments have stood as now. Up the river farther we come to Citadel Rock, close down by the

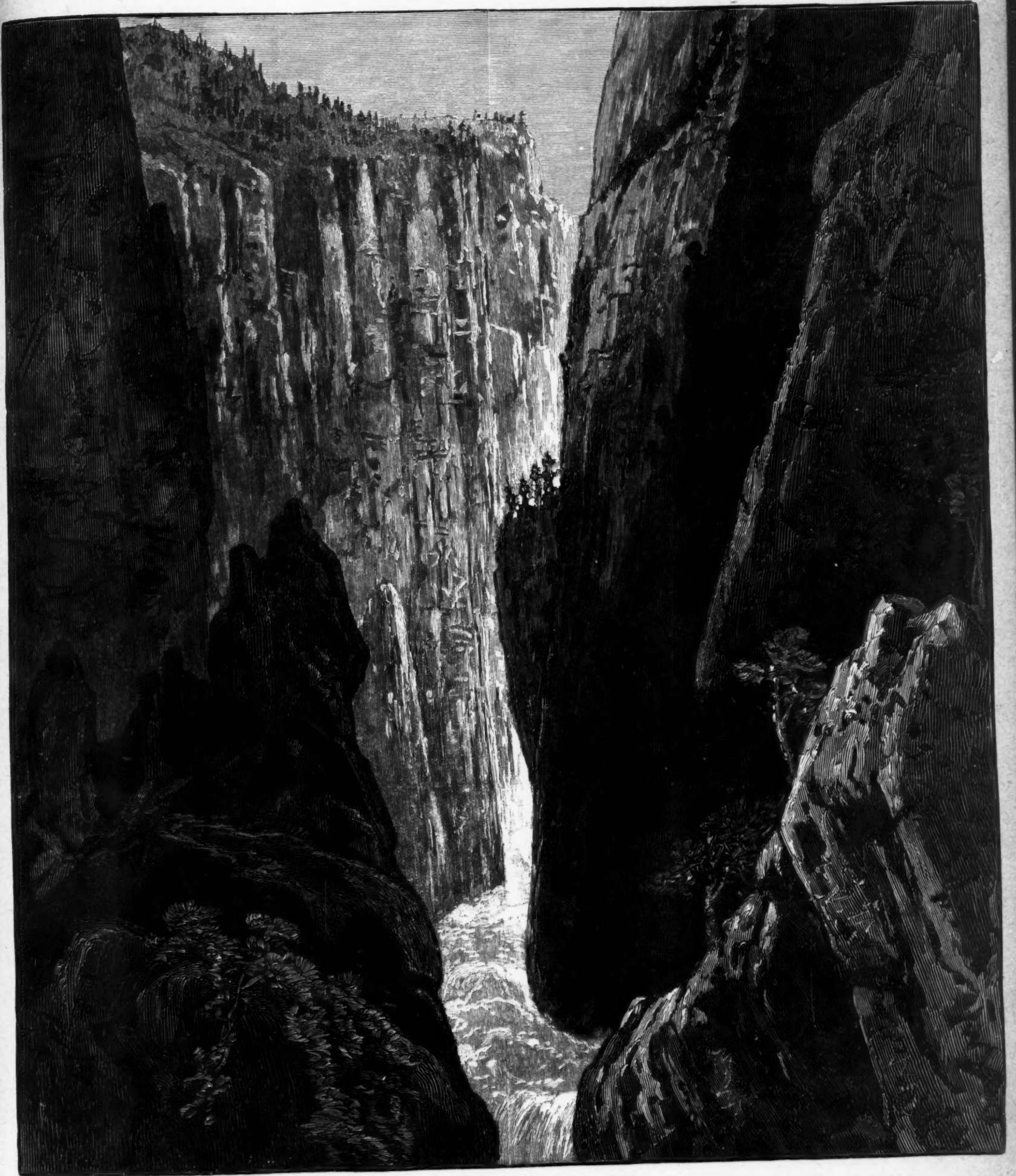
water's edge, and towering up about 600 feet, with the statue of the Three Graces upon its top. Then far up within a rocky wall is a rock that is called "Hole in the Wall." Within the stony wall is a round hole about eighteen feet in diameter. Finally we come to what is named Satan's Wall, apparently a wonderful piece of masonry. We are told there are many grizzly bears among these rocks, also mountain sheep. Sometimes we see an eagle soaring around and among these rocks.

Upon the morning of the eleventh day out the character of the scenery is all changed. We now see grass-covered hills, smooth bottom lands and scant timber along the river in some places. Away over beyond we see the Highwood Mountain Range and the Bear Paw Range, the highest of the mountains being snow-capped. Now we go through Chippewa shoot. On one side of the river the bluffs are 400 or 500 feet high; on the other side we see large fields of wheat and oats and several fields of potatoes and other garden vegetables, all looking in a very flourishing condition. They are being grown for the Benton market, as we are now only about twelve miles overland from that place, but nearly thirty miles by the river. Gradually the hills become lower and more scattered, and nice looking farms dot the landscape here and there. We go up in the pilot house to get our first view of Fort Benton. As we round a bend it comes in sight—a little town nestling among the hills, surrounded on all sides by high hills only where the river comes through.

The whistle is blown long and loud, and we land at 2:30 P. M., having made the trip from Bismarck to Fort Benton in ten days and four hours, which is considered very quick. Benton is at the head of navigation of the Missouri, and has 1,600 inhabitants. It has for many years been the principal supply point for this Northwest region, including the British Territory north of here. The American Fur Company had for some years occupied the site, when in 1850 they constructed the first adobe building, which became the nucleus of the present town. This adobe was afterwards used for the United States troops, but at this time there are no soldiers there. The principal interests of Benton are sheep, wool, hides of all kinds and mining products, both gold and silver. The town boasts of a handsome brick court house nearly completed, two school houses, both brick; three churches, Methodist, Catholic and Episcopal (the latter was established by Bishop Tuttle in 1876); two daily papers, the *River Press*, a morning paper, Republican in politics, and the *Benton Record*, an evening Democratic paper. There are also an opera hall, several lodges, the Masonic, I. O. O. F., the A. O. U. W. and the K. P.; two banks, the First National and the Bank of Northern Montana; seventeen hotels, the largest being the Grand Union, a large brick structure costing \$47,000, and opened in November, 1882. Fort Benton was named after Thomas H. Benton, who was United States Senator from Missouri for many years, and whose statue now stands in Lafayette Park in St. Louis.

The soil of Benton and surrounding country is a black loam on top for eight or nine inches, below that three or four feet which seems to be an alkali bed, very hard, and is river deposit. We are told it is a productive country. The hills are gravel-topped. The town has a daily mail from Helena by stage, 140 miles; a tri-weekly mail from Billings, 206 miles, and a tri-weekly mail from Fort Assinaboine. It is a prosperous trading point, shipping goods to a large radius of cattle and mining country, and to military posts and Indian reservations.

Too much cannot be said of Montana as a health and pleasure resort during the summer season. It is perfectly delightful. A cool breeze, just gentle enough to fan away the heat of the sun, and not sufficient to be disagreeable, continuously plays over our valleys and mountain slopes, rendering it pleasant at noonday, even during the hottest season.—*Helena Herald.*



THE GRAND CAÑON OF THE YELLOWSTONE.

MOSE.

BY FRANK WILKESON.

It was late in July, 1872, and late in the afternoon, when I rode up to George Warner's house on Fish Creek, in Northern Montana. After greeting my comrade, who sat in meditation on a pine log, I unsaddled my horse and turned him loose in the valley, and then sat down by Warner's side to enjoy the glories of a Rocky Mountain sunset. The soft, gray light of the plains blended in the distance with the purple tints hanging over mountain glens lying in the shade of lofty, snow-clad peaks. The silence of the plains was absolute. Between us and the precipitous walls of the foothills antelope grazed. A few cattle walked in file toward the water holes for their evening draught. My horse joined a small herd of horses that were feeding in the valley below us. They gathered together compactly, to talk, probably. Soon they differed and fought, and my horse was promptly kicked out of the herd. I noticed these incidents lazily, unconsciously almost, as I sat with chin on knee-supported arms, watching the light fade from the serrated crest of the mountains. The silence was broken by a heavy pat, pat, pat on the porch behind us. I turned and saw a large, handsome half-blood stag hound walking on the porch. In his mouth he carried a billet of firewood. Seeing me he stopped, and with his head high in the air looked intently at me for an instant, and then resumed his walk. Slowly he stepped off the porch and walked around the end of the log nearest to Warner, and stood motionless before him. My comrade's voice thrilled with affection, or it may have been the unspoken recollections of the past conjured up by the silent and mysterious power of the highland that affected his tones as he said lovingly: "Mose, old boy." After looking affectionately at Warner and disapprovingly at me, the dog dropped the billet of wood, and then, holding it firmly with his powerful paws, he made a pretense of gnawing it, as though it were a marrow bone, looking appealingly at his master the while. My comrade stroked the animal's head and smiled as he said: "Mose, I suspect that you are a fraud. You know you are not hungry. Are you not ashamed to bring that stick here and pretend to eat it? You are trying to convey the impression that I starve you. What will my friend, a stranger to you, Mose, think of me, you wretched, wretched dog?" While Warner was speaking Mose looked into his eyes, his face beaming with love. His expression was almost human in its intelligence. Lovingly Warner looked at the dog for an instant and then he inquired, "Are you really hungry, Mose?" For answer the dog worried the stick as though he would devour it. Warner arose and said, "Come and eat, you humbug." They disappeared around the house in the direction of the pegs on which antelope were hanging. I heard my friend talk to the dog as he fed him as one talks to a child, questioning him as to whether he had had enough, admonishing him not to bolt his food, lecturing him on the vulgarity of greediness. Presently Mose came around the corner of the house, and, walking to me, thrust his nose into my hand and smelled of it inquiringly. Then, after looking me full in the face for an instant, he laid his long head on my knee and sedately wagged his tail as I smoothed his forehead and talked to him as dogs love to be talked to.

I have owned and loved one brown-eyed setter bitch that had frequently exhibited quite a high order of reasoning power. But I have owned and heartily disliked and promptly killed two score of beetle-headed dogs, wretched, semi-idiotic creatures that bayed the moon, set rabbits in the field, and sucked eggs assiduously when off duty. But Mose surpassed all other dogs I have seen in intelligence. He was modest, courageous, honest and loving. He was a far more agreeable companion than many men I have camped with.

The morning after my introduction to the dog we started on our journey into the land of the Black-

feet, Warner and I and Mose. The dog trotted after our horses. Occasionally he relieved the monotony of the trail and expended the surplus of his animal spirits by short combats with intercepted badgers that he artfully worried into intense rage and then allowed to escape. After one of these sham fights Mose would cock up his head and look at us, as much as to say: "Great sport—eh? That fellow smelled very badly; worse than usual, I believe. Did you see him back into his hole?" and he would leap high in the air and bark loudly with delight. I noticed that Mose was careful not to close with the badgers. He simply teased them. I doubted his courage, and asked Warner if he could kill the animals. My friend smiled scornfully and refused to answer the absurd question. The next badger Mose artfully cut off from his hole was unfortunate. The dog was having great fun in making pretenses of furious onslaughts on the vile-smelling animal, when Warner said, lowly, "Kill him, Mose." Instantly Mose closed with his antagonist. There was a crunching of bones between powerful jaws, and the dead animal was tossed aside. Kill badgers, indeed! as a terrier does rats. Toward evening we crossed a divide, on the northern slope of which a small herd of antelope were feeding. Warner's rifle flew to his shoulder and cracked sharply. Instantly the animals were in flight. The shot was long, and I feared my comrade had missed. When the gun cracked Mose bounded forward and seated himself on his haunches by Warner's side, and looked attentively at the running antelope. Suddenly he leaped and was running at full speed in pursuit. "Follow the dog," Warner cried, as I rode after Mose. "He would not course if the antelope was not wounded." Weeks of experience proved the truth of my friend's assertion. When one of our rifles cracked Mose was enormously interested in the result of the shot. He would study the fleeing animals until he saw which one was wounded, and that one he would run down; but if he was satisfied that the shot was unsuccessful he would not course. He would look at us, I used to think, sympathetically, as much as to say: "That's all right. You must not expect to kill every time. We'll find another one pretty soon, and I know we'll capture that one." And the gentlemanly creature would wag his tail and feign a joy he did not feel, and promptly distract your thoughts and relieve his own feelings by worrying the next badger he found.

When Mose was a young dog, just out of his puppyhood, he caught a wounded antelope after a long chase. Warner lost sight of the chase in the intricacies of the hills. An hour passed before he found the game. When he arrived at the spot where the dead animal lay he was horrified at the rotund appearance of his dog and the disappearance of a large portion of the antelope. Mose had eaten the prized brisket. This crime Warner punished severely. After that Mose would never eat in the field. Often I have stood over dead game and offered him bits of meat. Invariably his high-curved tail became pendant, his head sank, his ears drooped, and the light and joy faded from his face. He would lie down at a little distance from us and look reproachfully, sorrowfully, even, at us, as though saying: "I am disappointed in you. I think it exceedingly ungentlemanly in you two to laugh at me and recall my shame and disgrace." And he would sigh deeply. But when camp was made Mose was always hungry, and if not promptly fed would carry a stick to the fire and there lie and pretend to eat it.

In the morning, after breakfast had been eaten, the horses saddled, and the burden placed on the pack animal, Mose would beat the camping ground for overlooked articles, as a setter dog does a patch of grass for a scent-withholding quail. An overlooked knife, or spoon, or spur, or pipe, or even a twig that had been used as a whip the previous day, he would pick up and deliver to Warner. When he was satisfied that nothing had been left, he would caper and twist himself and bark for joy. One evening, as we descended into the Milk River Valley, Warner discovered that his knife and sheath had fallen from his belt. He called Mose. The dog reared and placed his forepaws on Warner's thighs as he sat in the saddle, and looked earnestly in his master's face.

My friend talked to him as he would to a man, telling of his loss. Then with outstretched arm, pointing back over the wind-swept divide we had just crossed, he said, "Go find it." Mose dropped to his feet and started back. We went on to the river and made our camp. In about two hours Mose leaped into camp with the leathern sheath of the knife in his mouth, and gave it into Warner's hand. With ineffable scorn he looked at Mose as though he expected him to sprout donkey ears. He savagely told Mose that he was the greatest ass in the Rocky Mountains. Then, holding the empty sheath before the dog's eyes, he sternly asked: "Where is the knife?" and he added: "Go back, you donkey, and find the knife you allowed to slip from the sheath." The dog turned and disappeared in the darkness. In less than an hour he returned with the knife in his mouth. I now understood why Mose so carefully searched the camp each morning. Experience had taught him that Warner would send him back for any article that had been overlooked, and Mose, being a sociable dog, and not fond of lonely trips across the plains and over hills, behind which savage gray wolves lurked, took good care that nothing was left in the abandoned camps.

Mose was noisy. He dearly loved the sound of his own voice. His spirits were always high. He chased jack rabbits; he pursued coyotes; he coursed swifts; he tormented badgers; he avoided gray wolves; he barked at game o' nights. One evening we rode into the Marias Valley. Stamped in the clay by the edge of the water were the fresh prints of many moccasined feet. We were among hostile Indians. Warner and I dismounted and examined the tracks. Mose smelled of them. That night, after it was dark, we rode northward and made a dry camp among the hills. After our horses were picketed Warner carried a saddle blanket to the top of a near-by hill that overlooked our camp, and there spread it. He told Mose to lie there and guard the camp, and he added to his instructions the caution, "No more noise from this on, Mose." I never again heard the dog's voice. Nightly he watched our camp in silence. The approach of game that he could not make out, such as buffalo in the distance and traveling elk or antelope, he announced by waking Warner. Often while lying on the northern plains I have awakened with a start and a keen sense of the presence of danger to see Warner, rifle in hand, and Mose at his side, gazing intently into the darkness. The dog understood as well as we that his bark might betray our camp to the Blackfeet, who were hunting in the land, and he suppressed it. Mose became a solemn dog. He quit playing with badgers; he stuck close to the horses when we were on the trail; he lost all desire to explore the crests of the divides or to admire the scenery from the tops of hills. The low valleys and tiny draws that hid us from the sharp eyes of the Blackfeet suited Mose as well as us. I have not a particle of doubt that Mose felt the presence of danger, and understood that we were careful because it was essential to our safety.

Late in August the trading post of Healy Brothers and Hamilton, at Whoop Up on the Belly River, sheltered us. There we lost Mose. Dogs as well as men have their hours of weakness. Mose was of ardent temperament. He fell a victim to the wiles of a fair, golden-haired, dark-eyed female of his species, and was lured by her into the Piegan camp. The children of the plains, having secured the dog by honest thrift and finished craft, refused to surrender him to Warner when he entered their camp, and they told him they would kill him if he came after the dog again. The tears stood in the brave gentleman's eyes when he returned to the trading post. The descendants of Mose are famous among the Blackfeet for sledge dogs.

On my return to civilization Mose gradually faded from my memory. One day last winter I met Joe Healy on Broadway. During our talk he told me that Mose was still alive. He made the trading post his headquarters, but visited in the Indian camps a great portion of the time. He grew in intelligence as the years rolled by. Healy told me that Mose could not talk or read or write, and that he might be a little rusty in mathematics, but that he knew more than many men, and that he was a most delightful comrade under any circumstances.

To-day I received a letter from Healy, written at Silver City, Northwest Territory. Let it speak for itself:

"I lost a good and true friend this past winter. You knew him well. Old Mose of Whoop Up is dead. He was sensible to the last. He knew his time had come. Some of the men found him digging his own grave outside of the fort. They carried him into the building. That night he escaped, and the next morning was found dead in the grave he had dug. The men made him a coffin, and buried him at the spot he had chosen. I have erected a slab over him, and inscribed on it: 'Here lies Mose. He will hunt no more.'"

THE HEART RIVER COUNTRY.

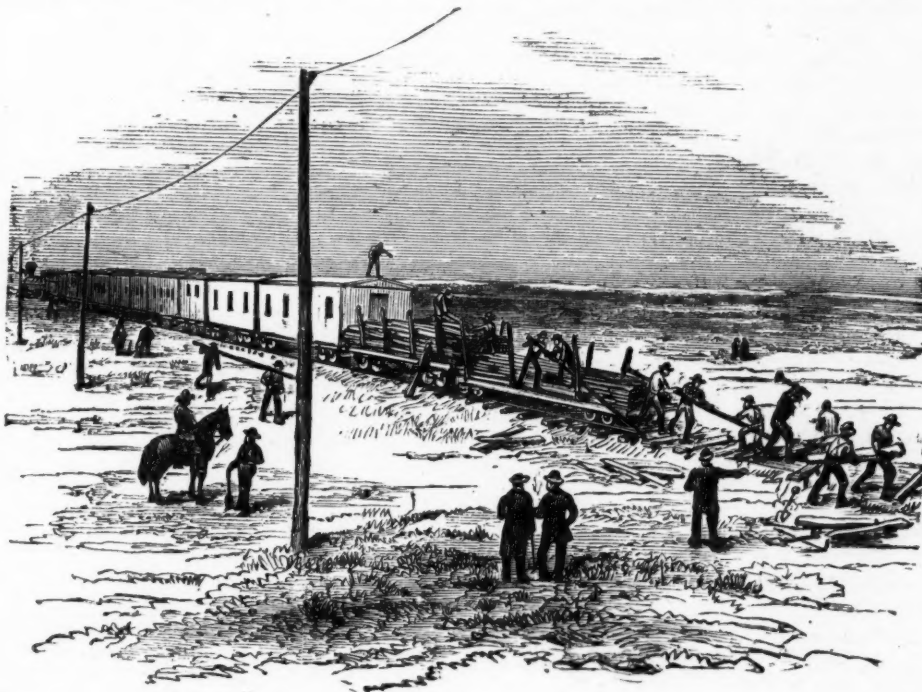
GLENULLIN, DAKOTA, August 6, 1884.

To the Editor of The Northwest:

According to my promise I will now give you the results of my observations in the grain fields in the forty miles of country between Glenullin and Gladstone. In the first place it may be said that the season has been, in all respects, as favorable as could be desired. We have had no tempests, hurricanes, tornadoes, or cyclones, nor have we had anything approaching that still more dreaded visitation, droughts. There has been one insignificant hailstorm, and with that exception, I should say the season has been perfect. The land is entirely new, that is to say, a small fraction of it was broken two years ago; a larger fraction one year ago, and the balance this spring; but altogether I do not suppose there are to exceed 10,000 acres of plowed land at the present time within this space of forty miles. About Glenullin, it is no exaggeration to say that the crops of every description are magnificent; wheat, oats, corn and potatoes, the four great pillars of the agricultural structure, on one year's breaking and on the sod, are one and all of about equal excellence, and all of the highest order. The fields are uniformly small; each farmer performing what work he can with his own team, and for the greater part hiring nothing. The wheat fields run all the way from five to twenty acres each, and more lovely, even and luxuriant grain you need not wish to see and cannot find in any country. When all are of nearly equal excellence, it would seem invidious to specify any in particular, but I cannot forbear mentioning a field of fifteen acres belonging to Mr. John Connell, three miles east of town, and one of eight acres belonging to the Gerrie Brothers, the same distance west of town, as *ne plus ultra* in all those respects which make a wheat field beautiful to look upon, that is, cleanness, evenness, height and vigor. And let it be understood that this is none of your No. 2, or rather inferior grade of wheat; it is the famous "No. 1 Hard," as is all the wheat raised in the West Missouri Country. Of the other crops it is sufficient to say that while none are poor, most of them, down to cabbages and turnips, are of equal excellence to the wheat. And how much will this wheat go to the acre? Well, I hear it estimated all the way from twenty to thirty bushels, but I suspect that in this case, as in most others, "the proof of the pudding is in the eating thereof." I am probably not the best of a judge as to the yield of a wheat field, but I can say that these fields will compare favorably with those of Illinois, Wisconsin and Iowa in their best days.

What I have said as to the condition of things around Glenullin may be duplicated in respect to Antelope. Here the cultivation is quite limited in extent, but the crops are of equal excellence. At Richardson are some much larger fields, something nearly resembling "Bonanza Farming" having been started here. But whether the scale is large or small, the result this season, at least, is the same, that is, a triumphant season. At Taylor, the next station, where they claim, and perhaps with truth, that cultivation is more extensive than elsewhere on this division, there were many apprehensions and

some supposed suffering in regard to droughts in the month of May, but the rain came most copiously all in good time, and I now see very little difference, or none at all, between the abundance of their harvest and that of the other communities along the line. Gladstone is comparatively an old settlement, it having already reached the mature age of two and a quarter years. Here the fields reach all the way from ten to 120 acres in size, but the story is still the same, excellent, excellent! The reapers are running literally night and day. J. S. Little had a most beautiful field of wheat, sixteen acres, right alongside of town. Day before yesterday it waved and nodded its golden heads to the gentle breeze; but in the night the reaper came along and now it stands in shocks with never a wave about it. It is said that the most perfect field of wheat in all this country belongs to a Mr. Caldwell, eight miles to the southeast of Gladstone, in the Valley of the Heart River. There is about sixty acres of it, I am told, and it is estimated to yield thirty bushels to the acre; but as I have not seen it, I can vouch for nothing about it. And there is a field, eleven acres of oats, at Gladstone, belonging to A. S. Bates, worthy of special mention. They are remarkably even, tall and heavy. I am not sure that I ever saw them surpassed in any



TRACK LAYING ON THE CASCADE BRANCH OF THE NORTH-PACIFIC RAILROAD.

country, and I have just heard them estimated by an expert at eighty bushels to the acre. But this is enough and too much. I will only add that this is a glorious country, of unsurpassed richness in soil and subsoil, with a healthful and invigorating atmosphere and a climate at least equal in all desirable qualities to any between the Atlantic Ocean and the Sierra Nevada Mountains.

A. E. BOVAY.

TREE CULTURE IN DAKOTA.

P. Hansen Als in Sanborn Enterprise.

Why is the timber culture act considered a failure? This is a question asked by many. I will try to answer, and if a man's experience, who has planted forty-three tree claims in North Dakota and followed the nursery business for twenty-one years, is of any value, the people may value my answer accordingly.

1. There is a class of people who take up tree claims on speculation. They intend to make something out of the land without doing anything for it, by turning their claims over to someone for what they can get. If they cannot sell they have five acres broken on it in order to save it, and the breaking is done as cheap as possible, and often out of season for

breaking; consequently the land will not be fit for trees when planting time comes.

2. There is a class of men who mean to do the thing right but have too much other business on hand which they deem more important. They have some one else to do their work, and are, in nine cases out of ten, imposed upon by those who do their breaking. Out of the forty-three tree claims I only found four where the land was in tolerable good condition for trees; all the rest were, for the reason stated above, in a very bad condition.

3. But very few men have any experience in raising timber. It is different from planting a few trees in the street. You have to plant 2,700 trees at least to the acre to fulfill the requirements of the law, which makes 27,000 on ten acres. If you plant the trees four feet apart each way you will have 2,700 trees to the acre as the law requires.

I have experimented with trees of all the varieties that I think might grow in this country and find the box-elder is the best, surest and cheapest. If the land is plowed, harrowed and marked as you would for corn, and you plant your box-elder seed from the time the leaves fall from the trees till it freezes up, the first green thing you will see in the spring will be the young box-elders coming up, and they need

the whole season to get ready to shed their leaves in the fall before the frost comes. The first two years you must hoe and cultivate as you would corn, and if you do it well your trees will be from two to three feet high and able to take care of themselves except from prairie fire.

Branding on the Round-Up.

Regarding the Mussel-shell round-up we find an interesting account in the *Husbandman*, from which we clip a portion as follows: "The round-up lives well. It consumes a beef a day and other supplies in proportion. This is paid for out of the fund resulting from the sale of 'mavericks,' which sums up to from \$5,000 to \$7,000 per annum. The expense of building corrals, which amounts to over

\$2,000 per annum, and the salary of the captain, which is five dollars per day, is also paid out of this fund. The 'mavericks' are sold to the highest bidder. They are yearlings and bring from twenty-two to twenty-five dollars per head. It was a grand sight, even to one acquainted with range life, to see an army of cowboys, with chaps, revolvers and spurs, with their broad-brimmed hats waving in the wind as they dashed to and fro, cutting out corrals, roping and branding. They had a cart load of branding irons, and the rapidity with which the branding and knifing was done was truly wonderful. The scene would make our humanitarian friends of the East shudder. Wattles were cut in a variety of ways; in the brisket, on the jaw, on the nose, under the jaw, and on either leg. The roping and snubbing was done on horseback, and grown cattle were thrown and held with as much ease as calves."

WANTED, 10,000 GIRLS.—The *Yankton Outlook* says they can all find remunerative employment in Dakota, if they bring with them respectability and a capacity for domestic service. Here, where there is little or no caste, and where little is known or cared about antecedents, the 10,000 would soon be happy wives of prosperous farmers and business men.

JIM HILL'S SENSE CONDENSED.

While the St. Paul jobbers' excursion train was running through the Dalrymple farm in Dakota a *Pioneer Press* reporter was given, by President Hill, a lecture on domestic economy that we believe will be of interest to every farmer in the Northwest:

"But how much better" he said, "if all these vast farms were cut up into smaller ones of 160 or 320 acres each; better for the farmers, better for the railroads. Where there is so much land in grain the farmers' operations are crowded into five months of the year. The other seven he lies idle. If his wheat fails, his year is lost. By and by even his fertile soil will be worn out without rotation of crops. If he raised fewer acres of wheat and cultivated it better he would make more money. Crowding all his operations into the brief summer months, his teams are worn out and his expenses for labor greatly increased. It is not carelessness but too great haste that lets these weeds out there grow; but wheat growing need not interfere with the raising of stock or other crops.

"The true economy is for all to go hand in hand. But they tell you this is not a stock-raising country. There is no better in the world. Hogs, sheep and cattle all do well. It is true they must be housed in winter, but so they must in any place. As for feed, hay enough is burned off every year, which, if fed, would realize more money than the wheat brings. Enormous crops of turnips, potatoes and other roots can be raised, and, as you see, corn can be cultivated to some extent. Compare the relative profits of grain and stock raising. Always in a new country they raise wheat as long as they can, because it is easier and quickest turned into money.

"Once Tennessee was a wheat state. Now they are buying Minneapolis bran. How do English farmers manage to pay fifteen to twenty-five shillings rent per acre for land each year? More than this, land here is made more valuable by stock raising. Why, they buy our cattle and buy oil cake to feed them and still make money, because they turn into high class beef and mutton. Do you know the Windsor hotel, New York, pays forty cents a pound for its beef?

"The only real economy for the farmer is to raise stock with his field crops, and the best stock obtainable. Then all waste is worked up and a failure or drop in the price of wheat is not ruin. The true policy of the railroad is to promote population. Some sixteen per cent of our receipts are from hauling wheat—about half the passengers receipts. So firmly am I convinced that this is the true policy for both railroad and people, that I have spent \$50,000 in placing one or two thoroughbred bulls in most of the counties through which our lines pass, and I think it the best investment I ever made."

CLOSE OF THE SALMON SEASON.

From the Astoria (Oregon) Astorian.

The man who said the longer he lived the more, etc., he found out, must have, at some period of his career, been engaged in the business of packing salmon on the Columbia River. The season just closed has in almost every instance increased the individual stock of useful information.

Probably at no time for the last eight years has the same state of affairs existed as at present. About half the pack is sold; a little over 300,000 cases remain unsold. The market, either in this country or across the sea, is not overstocked. Buyers appear to exercise more than ordinary disinclination.

Different estimates made yesterday place the number of cases packed at from 600,000 to 630,000. Assuming that there were 610,000 cases packed would give us as the yield of the salmon 2,000,000 fish, which netted to the fishermen, whether they caught with outside boats at seventy cents or with cannery boats at sixty cents, forty cents apiece or \$800,000 paid for the fish, two-thirds of which amount was distributed in this city. There were probably 1,400

boats on the river, and how poorly the fishermen averaged may easily be figured. Of these 2,000,000 fish twenty per cent may be credited to the traps and seines, leaving 1,600,000 fish to divide among 1,400 boats, or an average of 1,143 to the boat. At forty cents apiece this would make the average pay of each crew for the season \$457. This divided between two men, for four months' arduous work, would give them about \$50 a month each for their days and nights of toil. Of course some made more than this, but that would but show that others made less. The figures demonstrate one fact—that there are too many boats on the river. Were there fewer boats the fishermen would make better wages, the cannerymen would be under less expense.

The manner of business is not as productive of good to Astoria as another system might be, which would be more with a view to aiding our municipal growth and our municipal prosperity. The same rules of business apply to all branches of general business. Any man that has to pay ten per cent interest on his capital, five per cent commission to his agent, three per cent insurance and sundry other little percentages which will readily suggest themselves to those who "have been there," can very clearly see that whatever profit is in the business does him or the town where he lives very little good. The shrewd old man that founded Astoria took as the business principle of his life that "six per cent interest will in the long run beat any game." He made his millions by putting his precept into practice. The difference between six per cent and twenty-five per cent indicates the length of the run. What the *Astorian* aims at is the permanent good of this community, and just as long as the salmon packers of the Columbia River allow others to skim the cream, just so long they will find themselves in the same financial fix they are at present.

WHAT THEY RAISE IN DAKOTA.

He was from the rural districts of Dakota; there were wheat sprouts in his hair, and a sort of a real estate boom expression in his eye. He sat on a beer keg opposite a Washington avenue saloon, with an ease and grace that indicated he was born to that position. "Soil," he remarked, "you bet yer sweet life Dakota can put up the gosh rangedest lay out of rich land in America."

"Raise anything but wheat?"

"Wal, I shud say 'twould. Ef you'll show me anything 'twon't raise, I'll give yer the best slab danged farm in Catamount County. I never run up against sech cantankerous land in my life. Why, pard, I started to build a barbed wire fence round my farm last fall; I got it 'bout quarter done an' had to quit on account of the snow. When I went out in the spring ter finish ther fence, ther darned wire had commenced to grow an' was runnin' all over my wheat field. I trained ther stuff an' she's grown about half way round ther whole bizniz now an' if nothin' happens I'll commence to raise barbed wire and raise the d—l with Eastern manufacturers, in a few weeks. Yaas, sir, that's ther kind o' soil we've got in Dakota. Why, I left my sulky plow out in the field last winter an' when I went ter get it this spring 't'ad grown so big it took four horses to draw it out of the ground. I broke it up and sold it for old iron and made enough out of it to buy six new plows."—*Minneapolis Journal*.

THIS is the way it rains in Spokane Falls, according to the *Review*: The heavens have wept to a greater or less extent periodically for the past few days. Every few hours dark and threatening clouds have stuck their heads over the edge of the horizon, drifted about disconnectedly and squeezed out moisture in proportion to the size of the threat. The accumulation of storms culminated last night in the heaviest rains we have ever seen in the country. The boss of the several efforts to get up a first-class exhibition came on between eleven and twelve o'clock. The rain slid down in a mass and was associated with a stiff breeze, thunder and lightning.

THE AMERICAN BUFFALO.

From the Mandan Pioneer.

Several attempts have been made within the past few years to perpetuate the blood of the American buffalo by crossing it with bovine blood. Careful and studied experiments have been made by fancy breeders in this line, but all efforts to improve the stock either on the one side or the other have proved futile. Cross breeding has resulted in an ill-shaped, ungainly specimen of quadruped which has proven neither useful nor desirable for domestic or sporting purposes. Although the bison belongs zoologically to the herbivorous genus of the ox and its kindred, it is so far removed by physical from the common bovine tribe as to make the successful amalgamation of the two bloods highly improbable. Then again from an economic and commercial standpoint, such a mixture is not desirable. The meat of the ox is far more desirable for all purposes than the meat of the buffalo. The former has become an important item of commercial traffic, and the latter can never rise above a limited sentimental demand for it as game. The incidental products of the beef (including hides, tallow, horns, bones and hoofs) are all worked up into useful articles of domestic use, far superior to the similar products from the buffalo. Then again, the most important difference manifests itself in the articles of milk, butter and cheese. Here the buffalo is completely outdone. His family could never be trained or improved to take the place of the farmer's cow.

Viewed, therefore, from the standpoint of the rationalist and optimist, the buffalo must rapidly disappear before the rapid march of the ox and cow, just as the Indian disappears before the march of his superior, the Caucasian. His bleached bones and moldering horns which now dot the prairies will go to fertilize the soil over which he was wont to roam in times of old, and he will go to dwell forever with the mastodon as one of the extinct species of an ancient and honorable race.

OREGON TRANSCONTINENTAL.

The *Boston Herald* says of this company: "The next loan due is the Gould loan of \$1,200,000, which matures early in August. The present management, it is said, has had to pay one commission only on its loans, and has not been charged over six per cent interest. By the settlement with the Oregon & California Company, Oregon & Transcontinental's \$8,000,000 loan is reduced to six per cent. The Oregon & California second mortgage bonds were pledged to secure the five per cent commission on this loan, and, by the terms of the settlement, the Oregon & California Company take the bonds and become responsible for the commission, \$400,000. Of course Oregon & Transcontinental sacrificed what it had expended on the Oregon and California, some \$1,500,000. Oregon & Transcontinental is in comparatively comfortable circumstances—that is, when compared with the past. The interest on its floating debt of \$11,000,000 is provided for from the six per cent dividends on its \$14,000,000 Oregon Railway and Navigation stock, which dividends will be guaranteed by the Northern Pacific agreement."

Advantages of Roughing It.

A new feature, or rather experiment, in the training of lads, has become of late popular in some of our Middle States.

It is to send the young man, fresh from college, perhaps, and elated with scholastic or athletic honors, to herd sheep or cattle for a year on a Western ranch. At first thought, this treatment seems rough, almost brutal. But it usually proves wholesome, as a cold douche to an enervated body.

A lad subjected to this treatment for a year, tried daily only by the courage, common-sense shrewdness and down-right force that is in him, comes back with "much of the nonsense taken out of him," and with a broad outlook over the world, and a firm comprehension of reality and of conventional falsities, which years of town life would not give him.

Added to all this is the thorough strengthening of his physical forces in the pure air and hard out-door work. Many a petted, weakly stripling might be saved from death, or an inefficient, sickly life, by a year of exile on the prairies.

POLE-CATS, Young Bones, Pull-loose Jack and nine other Indians are advertising at Waitsburg to prove up on their homesteads.

PUGET SOUND HOP FIELDS.

Correspondence Seattle Post-Intelligence.

A ride over the road that connects Seattle with Tacoma will open the eyes of some of your readers with astonishment. From Titusville, in King county, on through White River and Puyallup Valleys, for a distance of some twenty miles, hop fields upon hop fields meet the eye in rapid succession on both sides of the road, with intervening patches of land that are destined for the same use when cleared, as they are in process of being now. The adaptability of climate and soil to the successful growth of hops having been clearly shown, added to the handsome profit derived from their cultivation, very naturally all who possess land in the valleys named are eager to engage in this pursuit, and there is little doubt that all of the land thereabouts suitable for the purpose will ultimately be devoted to the growth of hops. The only danger to be apprehended is that the business will be overdone, but sanguine growers deem that impossible. In these fertile valleys the yield, in the second and succeeding years, ranges from 1,500 to 2,500 pounds per acre, and the quality, when properly cured, is equal to the best grown in Europe or America.

The most gratifying results of this industry are to be seen in the flourishing towns to which they have given birth. Three young, thrifty and rapidly growing towns—Titusville, Sumner and Puyallup—are the direct offspring of the hop culture. In each may be seen commodious schools, churches, hotels, stores, and residences as sightly and attractive as many of the finer dwellings in Seattle. All the buildings in these seemingly prosperous towns bear the appearance of having been erected within a year or two, so neat and new do they look. Here and there are other structures in various stages of erection, thus showing that the growth of these towns has not been suspended. The population of Titusville, the smallest, is about 100 souls; that of Sumner is about 200 and that of Puyallup some 300. A visit to these vigorous young towns is truly refreshing after a confinement to the city until its sights and scenes have become monotonous.

Handsome fortunes as well as prosperous towns are among the fruits of hop culture in King and Pierce counties. A number of very worthy, enterprising and industrious men, who for twenty or thirty years had labored in vain to acquire a competence, have by their hop fields been made quite wealthy. None who know the disheartening struggles of these men in past years will envy them their richly merited independence. It was their fate often to experience the "hope deferred which maketh the heart sick;" yet they bravely stemmed the current until they reached the tide that led to fortune. Long may they live to enjoy their well-earned opulence, is the fervent wish of the writer, who has witnessed the discouragements to which these men have been subjected, and therefore knows whereof he speaks.

A CŒUR D'ALENE STORY.

Correspondence Bozeman Avant Courier.

Every mining camp has its legend of wonderful diggings, which had been worked in times past, but which can never be found when looked for (get Jack Baronett to tell you his lost cabin tale). This camp has also its story, which I will relate. During the fall of the year 1866 a negro came into Missoula with a large lot of gold dust, which he spent royally, with the remark that he knew where there was plenty

more. The next spring, he, with three horses, went out again and came back the next fall with a larger quantity of the precious metal than the season before. The next spring he went out accompanied by a Flathead Indian, and the two were seen in July by a party of emigrants who were going to Oregon via the Mullan Road, living in a log cabin which the negro had built in a small opening, which is now called Nigger Prairie, and is situated about five miles from the head of the Cœur d'Alene South Fork.

A week afterwards the negro was found by another emigrant party, shot dead. They buried his body and went on. The next fall the Flathead was seen having the negro's horses, and it was supposed that for them he had committed the deed.

Those who buried the unlucky negro put at his head a rude cross, and when I was there a few days ago I found that some one had, with more humor than propriety, put a hewn stick at the foot, with this inscription: "Here lies the coon."

CŒUR D'ALENE CLEAN-UPS.

From the Murray (Idaho) Sun Aug. 9.

The O. K. claim, owned by Lew Wyant, Wm. Stillwell, C. P. Price and Charles Simpson, created a small sensation yesterday by cleaning-up forty-three ounces and a half of gold. Among this vast lot were two nuggets, one weighing eleven and a

number of men employed. It amounted to seventeen ounces and three-quarters, which reduced to coin at \$16 an ounce would give \$284 as the day's work. The better part of the day only two men were shoveling into the sluices, although five were working about the claim. The bedrock cleaned was about two feet in width and perhaps twelve feet in length, including some top gravel. The pit where the work is being carried on is at the extreme upper end of the claim, near the road to Butte, and it is to be regretted for the sake of the owners—Messrs. McDonald, Williamson and Davis—that their ground ends at that point, but what may be their loss is gained by the Butte Company above. Yet there is still a week or so of sluicing before the Last Chance people, and when they finish that they will fall back into the main channel. The gold taken out yesterday was extremely coarse and pure. There were twelve nuggets which weighed over half an ounce each. One of these weighed an ounce, another sixteen pennyweights and another fourteen pennyweights. If the two men shoveling into the sluices could alone be considered as entitled to the credit of the clean-up it would make a yield of \$142 to the man, but if the five men working on the claim are given a share it would average \$56.80 to the man, which is \$16.80 better to the man than the big clean-up on the same claim last week. The claim is located about a quarter of a mile up the gulch from Murray, and is under the superintendency of M. McDonald, a brother of one of the proprietors.

THE PRECIOUS METALS.

The Peshastin mines show more good rock at present than at any time since their discovery. The Hummingbird has about 500 tons of rock in sight that will mill from \$15 to \$30 per ton in free gold in the stopes. The vein of the Bobtail will average about four feet in width for a distance of 200 feet, of ore that will mill \$12 to \$15 per ton free gold. The Schaffer Lode has over 300 feet in length, in ore that varies from six inches to five feet in thickness, of ore that will average \$25 a ton in free gold. The Summit Pocket has about 400 tons of quartz in sight that will pay from \$20 to \$60 to the ton in free gold. The company has

a six-stamp mill on Peshastin Creek near the mines. There is also the Polepick mine, that has a good showing to become good paying property, and the Golden Phoenix, which is the richest free gold mine in the district; the vein is from four to twenty inches in width, which, if properly worked, will pay \$175 per ton. The sulphurets ore assays from \$300 to \$4,000 per ton.—*Ellensburg (Wash. Ter.) Localizer.*

THE Lincoln (Wash. Ter.) *Leader* tells of the discovery of a rich silver ledge about ten miles from Camp Spokane, near the Columbia River. The ledge has been traced about 600 feet and assays \$125 per ton.

THE Anaconda Company now employs more men than any other two companies in Montana combined. On the pay roll now at the mine and smelter together are over 800 men and during the summer the number will likely be increased.

The Moses Lake in the Big Bend Country is said to be rising steadily every year, says the Spokane Falls *Chronicle*. For the past twenty years it is said to have risen over a foot each year, and now spreads over a much larger area than ever before. Roads and trails that were traveled along its shores a few years ago are now covered with several feet of water. It is supposed to have had a subterranean outlet which has become closed.



PROSPECTORS BREAKING CAMP—CŒUR D'ALENE MINES.

quarter ounces and the other five and a quarter ounces, which were picked up off the bedrock. The largest one is the heaviest piece of gold so far found in Pritchard Creek, and only several ounces less than the biggest one ever found on the Webfoot claim in Dream Gulch. It is of remarkable beauty, the gold being bright and virtually set in pure white quartz, of which there is about an ounce in the slug. Both nuggets show strong wash, which is also the case with the other gold. During the progress of scraping the bedrock before the clean-up a pocket was discovered which fairly glittered with gold. This was carefully put in a pan and washed, and yielded \$86.90. Reduced to coin the clean-up amounts to \$696, the largest nugget weighing \$180 and the smallest \$84 at \$16 an ounce. The result of this big yield, however, is not the work of a single day. Eight men have been stripping, sluicing and fixing the water wheel for eleven days, and some have been in attendance at Court. It is, therefore, difficult to specify the actual time of sluicing. The ground gone over could have been worked by the eight men in two days without strain. The claim is now fairly opened, although the water continues to give some trouble. Previous to the present clean-up the claim yielded \$1,100.

From the Murray (Idaho) Sun Aug. 7.

The Last Chance clean-up last evening is the best that has been made in the camp in proportion to the

The Northwest.

A Monthly Illustrated Journal of Literature, Agriculture and Western Progress.

Registered at the Postoffice as Second Class Matter.

THE NORTHWEST has subscribers in thirty-seven States and Territories; also in Canada, Great Britain, and Germany. Its present circulation is 15,000 copies.

BUSINESS ANNOUNCEMENT.

THE NORTHWEST is published in St. Paul and Minneapolis, Minn., on the first of each month, by E. V. SMALLEY. Business Manager, M. E. GRAVES.

Principal Offices: St. Paul, Mannheim Block, Third and Minnesota Streets. Minneapolis, City Hall Building.

Branch Offices: New York, Mills Building, Broad Street. Philadelphia, Corner Third and Dock Streets, Joseph Creamer, agent. Portland, Oregon. Bureau of Immigration. Liverpool, England, 20 Water Street.

SUBSCRIPTION TERMS: Single copies, \$1 per year; five copies, \$4; ten copies, \$7; payable in advance. Money for single subscriptions can be sent by mail at our risk. A one dollar bill goes as safely in a letter as a postal order, and saves time and trouble in obtaining and collecting the order.

The trade is supplied from the St. Paul office of THE NORTHWEST, and also by the American News Company, New York.

ADVERTISING RATES: Per line, each insertion, 25 cents, one inch space, each insertion, \$3.00. Yearly rate, \$25 per inch.

Address,

The Northwest,

St. Paul, Minn.

WINSLOW, LANIER & CO.,

BANKERS,

26 Nassau Street, New York City.

NEGOTIATE RAILROAD LOANS.

ISSUE LETTERS OF CREDIT FOR FOREIGN TRAVEL,

RECEIVE THE ACCOUNTS OF DOMESTIC AND FOREIGN BANKERS, MERCHANTS AND CORPORATIONS.

THE ST. PAUL NATIONAL BANK,
OF ST. PAUL, MINNESOTA,

CAPITAL, \$500,000.

PETER BERKEY, President. C. W. GRIGGS, Vice-President.
F. W. ANDERSON, Cashier. A. C. ANDERSON, Asst. Cashr.

We receive Deposits and Accounts of Banks and Bankers, Corporations, Merchants and Individuals on favorable terms. Collections receive prompt attention with remittance on day of payment.

ST. PAUL AND MINNEAPOLIS, SEPTEMBER, 1884.

THE NORTHWEST is mailed to subscribers in Great Britain and Ireland, postage prepaid, for five shillings per annum.

HOP-RAISING is proving very successful in the Yakima country, in Eastern Washington. In quantity and quality the crop this year compares well with that of the famous Puyallup Valley. The industry is a new one, and is susceptible of great development. The hops are grown on irrigated sagebrush land.

THE shipment of horses from Oregon and Washington Territory to the East is a new feature in transcontinental traffic. On the bunch grass plains, east of the Cascade Mountains, horses range all winter without any care being taken of them, and are in good condition in the spring. Now that it has been demonstrated that they can profitably be transported to Eastern markets, the business of rearing them will no doubt be greatly extended.

THE people of Missoula, Montana, are agitating afresh the question of a railroad up the Bitter Root Valley, and, remembering the proverb that the gods help those who help themselves, are canvassing ways and means for building it without the aid of outside capital. That the road will pay, if built with strict economy, so that it will have to earn fixed charges only on the actual necessary cost of construction, we

have no doubt. When once built it will treble the population of the valley, and make Missoula a large town.

DUNSEITH is the name of a promising town just started in the Turtle Mountain region of North Dakota. It has already a bright newspaper, the *Herald*, and a company has been organized for the purpose of connecting it by rail with Minnewaukan, at the west end of Devil's Lake. Good coal has been found in the vicinity of Dunseith, which, together with the timber in the mountains and the fertile soil, make a country peculiarly attractive to settlers. People who are courageous enough to push out beyond railroads and trust to the future to bring them in contact with the rest of the world, will find excellent openings in the Turtle Mountain region.

THE copper discoveries in the Peshastin Mountains, north of Ellensburg, in Eastern Washington, are of so important a nature that they must soon attract the attention of capitalists. We have arranged for the preparation of an article on these discoveries by a gentleman who is thoroughly familiar with them, which we expect to print in our next number. The building of the Cascade Branch of the Northern Pacific will bring these mines within easy reach of a narrow gauge road. A second Butte may be developed in a few years in a region now so remote that the names of its gigantic mountain peaks and its beautiful lakes have not reached Eastern ears.

THE St. Paul & Duluth Railroad, after going through many vicissitudes in its early history, has in late years become one of the most solid and productive railway properties in the Northwest. During the past three years it has paid 21 per cent in dividends on its preferred stock. The bonded debt on its main line and branches is only \$1,210,000. During the fiscal year ending June 30, 1884, its net earnings were \$493,413. The company now operates 225 miles of road, of which 155 are represented by its main line from St. Paul to Duluth. Its freight business is chiefly the transportation of flour to Lake Superior and of lumber, coal and merchandise from the Lake to St. Paul. The road has a good reputation for careful and economical management.

WE hope the big wheat crop of Dakota will not set farmers wild on the subject of wheat, and cause them to neglect other crops. Let them remember that it is general farming that pays in the long run. A one-crop country is always a mortgaged country. Nothing looked so well to our eyes, when we traversed North Dakota early in August, as to see the fields of Indian corn, oats and potatoes interspersed with the big wheat fields. We should like to have seen more of them, and also more stock. It will pay to keep cattle and cut hay to feed them in winter. If anybody doubts this, let him remember that stock-raising pays in New England, where the winters are as long as in Dakota, and the land is worth \$100 an acre.

THE people in the towns on Puget Sound do not themselves know how much agricultural country they have around them. Often they are surprised to learn that some enterprising immigrants have discovered and settled a valley deep in the woods, of which they never heard. Not long ago Tacoma was appealed to by some twenty families for aid to make a wagon road as an outlet to the town from a locality of the existence of which very few of the citizens were aware. Settlers are willing to greater labor and expense in clearing land than they would undertake in any other new region, because they want to enjoy the mild climate of the Sound region, and to be near salt water. The Sound basin will support a much larger farming population than would be imagined by the traveler who only sails along the wooded shores. In going by steamer from Tacoma to Seattle one sees nothing but an unbroken wilderness; yet there is a rich valley, lying a few miles back from the shore, with a continuous line of farms

extending nearly the whole distance from one city to the other. Numerous other prosperous farming regions are concealed behind the forest screen that everywhere envelops the Sound.

DAKOTA'S GREAT WHEAT CROP.

DAKOTA has just harvested by far the greatest wheat crop ever grown on her soil. The average yield per acre will probably come close up to twenty bushels, and the acreage considerably exceeds that of any previous year. The wheat belt has been pushed west by new settlement fully 150 miles beyond its former limit. Excellent crops have been garnered all through the Heart River country west of Mandan, and still farther out towards the Bad Lands. On the Missouri Slope the acreage has been at least double that of last year. Between Bismarck and Jamestown, which used to be quite bare, save for the natural herbage, have shown broad golden bands and squares of grain. In the older wheat counties, such as Cass and the other Red River Valley counties, Stutsman and the whole James River country, the area cropped has been from ten to thirty-three per cent greater than before. Thus, with the abundant yield and the increased area sown, the total yield seems phenomenal. It is said that Cass County alone will have a surplus to market of 5,000,000 bushels, and that Burleigh County, which has never before made much of a figure as a wheat region, will have 1,000,000 bushels to sell.

It is a pity that the farmers cannot get a good price for their grain this year. Nevertheless, even with the unusually low figures which appear likely to rule, they will make money and be able to pay their debts and get along comfortably until another harvest. Besides, they will all be indirectly benefited by the heavy crop by the good reputation it will give the Territory throughout the East, and the new wave of immigration it will start. A good crop was the one thing needed to attract new settlers and to set business of all kinds in motion. Next year there will be a large influx of farmers to take up the vacant lands and bring prosperity to the towns. Dakota has again demonstrated the great productiveness of her soil, and removed all possible doubts about the soundness of the inducements she offers to all who want homes on rich prairie soil.

BUILDING THE CASCADE BRANCH.

CONTRACTS have been let and work begun on the second twenty-five miles of the Cascade Branch of the Northern Pacific Railroad, from Ainsworth, on the Columbia River, westward; and also on the second twenty-five miles from Tacoma on Puget Sound, eastward. When this mileage is completed, 100 miles of the 245 of the entire line will be finished. It is probable that the company will push the construction on the eastern side of the mountains as far as Yakima City this season, which will add about forty miles more to the completed track, and that next year the locomotive will enter Ellensburg, in the rich Kittitas Valley. There will then remain to build only the mountain division of about fifty miles, including the formidable two-mile tunnel under the Stampede Pass. By building to Ellensburg the company will secure the traffic of all the settled country between the Columbia and the Cascades, while the additional twenty-five mile section now being built west of the mountains will tap the Green River coal fields and penetrate a magnificent lumber region.

The opening of the Cascade Branch will give to the towns of Eastern Washington a direct route to the Sound ports from seventy-five to 200 miles shorter than that by way of Portland and Kalama. Spokane Falls, Cheney, Colfax, Moscow, and other towns north of Snake River will find themselves 100 miles nearer tide-water; Walla Walla, Dayton and other towns south of the Snake will be about seventy-five miles nearer; and Yakima and Ellensburg will have the sea almost at their doors, instead of being isolated

from it by a journey of three or four days. The changes which the opening of this grand highway will effect must be of great importance. Washington, no longer divided by an enormous mountain wall which can only be crossed by pack-trains in the summer time, will be unified and consolidated and put in a position to develop her resources, and become one of the great States of the Union. The grain and cattle, the fruits and garden products of the bunch grass plains and warm valleys of the eastern part of the territory will go straight to their natural market in the cities of Puget Sound, and in return the Sound country will send its lumber, coal and fish. Both sections will be enormously benefited, and will experience an immediate stimulus in all lines of business, which will bring in fresh capital and population.

A few talkative people in Seattle and a few more in the Yakima Valley, eager to make out a cause of complaint against the Northern Pacific Company, and to start an anti-monopoly hue and cry, have been arguing of late that the company has never intended to build the Cascade Branch. They are now forced to acknowledge their error. There never was any reasonable show of foundation for their charge. It was the company's evident duty first to complete their main line by closing the gap in Montana. This, by putting forth extraordinary efforts, it was able to accomplish in the fall of 1883. While doing this, however, it did not neglect the Cascade Branch. It spent fully a quarter of a million dollars in surveys to find the most practicable pass for crossing the mountains, and last year it built twenty-five miles of track westward from Ainsworth. As early as 1877 it had built up the Puyallup Valley from Tacoma, the first link in the road between the Sound and the mountains. Now, in a time of financial depression, when it might well shrink from undertaking the heavy expense involved, it is faithful to its obligations to the people of Washington Territory, and is pushing construction work along as fast as practicable. Probably the great Stampede tunnel will be pierced and the road finished by the time Washington is made a State, so that she can then start on her career of progress and independence freed from the great obstacle which now so seriously checks her development.

STONE HOUSES ON THE PRAIRIES.

SOME of our Dakota exchanges are advising the farmers to use the bowlders which are found on the crests of mounds and the borders of coulees for house building. The idea is a good one. With plenty of mortar a substantial wall could be put up without great expense. A house thus built would be warm in winter and cool in summer. The style of building now in vogue on the Northwestern prairies is about as illy adapted for the climate as any that could well be imagined. Lumber is comparatively dear, there being no timber growth nearer than the Minnesota pineries, so the settlers economize in its use as much as possible, putting up little dwellings of thin boards, through which the strong winter winds would make their way as through a sieve were it not for the stout straw paper nailed underneath the siding. Such houses are well enough for make-shifts, but when the owners get their farms under cultivation, and begin to feel tolerably comfortable in their finances, they should replace them with buildings of a character better suited to the country. On the prairies the sun pours down a flood of hot rays during the long hours of a summer day, and thick walls and roofs are almost as much needed for comfort as when the penetrating winds of winter sweep over the snow fields.

A house of uncut bowlders would present a rough appearance from without, but that would be of small importance when set against its superiority in point of comfort over the painted wooden box which is the customary habitation of the prairie farmer. Besides, a few climbing vines would soon hide the rudeness of its walls and make the whole structure

picturesque. The dwellers in such a house would have a feeling of permanence and stability in their home life which would not be without its value in the sum of their daily enjoyment.

THE continued growth of St. Paul and the solidity of its business interests in the midst of dull times and financial depression is as surprising to strangers as it is gratifying to the citizens of the place. There have been very few failures during the summer, and none have been of much importance, and building operations have gone forward to an extent hardly equaled in any previous season.

THE columns of the *Murray (Idaho) Sun* give abundant evidence that the *Cour d'Alene* mines are by no means played out. Every issue of this bright little semi-weekly paper gives definite accounts of profitable clean-ups in the placer mines now being steadily worked on Pritchard Creek. A big ditch to furnish water for sluicing to all the camps on the creek, and to enable claims high up on the side of the gulch to be worked, is now being constructed by the labor of 175 men.

DURING the fiscal year, ending June 30, 1884, the Northern Pacific Land Department sold 473,116 acres of land for \$2,184,041, and town lots to the value of \$97,851. With the proceeds of the land sales east of the Missouri \$1,942,395 of preferred stock was canceled, reducing the amount outstanding to \$39,807,063. The total acreage of land sold was less than in 1883, but exceeded that of 1882. The average price per acre, however, was greater than ever before realized, being \$4.56, an increase of fifty-four cents over 1883, and of \$1.30 over 1882.

IN some parts of Dakota hail storms have inflicted serious damage upon the wheat crop. The only way for farmers to protect themselves against losses from this cause is by insurance. A sound hail insurance company, backed by ample capital and extending its operations over the whole Territory, would be an excellent institution. Local companies do not meet the want because they are liable to become bankrupt if hail storms do much damage in the vicinity where they operate. A case of this kind lately occurred in a North Dakota town. The true principle for the organization of such a company as is needed would seem to be the mutual plan because there are years when the losses are so few and so light as to be inconsiderable, and in such years the insured would have only a trifling sum to pay for the office expenses and agents' fees of a mutual company, being themselves the stockholders. The difficulty with a mutual company, however, is its liability to weakness in times when strength is most needed. Perhaps the mixed stock and mutual plan adopted by some life insurance companies would be best.

HARPER'S MAGAZINE for September has an illustrated article on the "Wheat Fields of the Columbia," the text by Edward Ingersoll, and the pictures by Redwood. Mr. Ingersoll always writes in an interesting way and gathers a good deal of valuable information for his articles, but the magazine does not do him justice when it delays the publication of a paper like this for two years. Mr. Ingersoll made the journey which gave him the material for this and other articles on the Pacific Northwest in the summer of 1882. Many changes have taken place since that time. Much that was then fresh and accurate is now stale and out of date. For example, Cheney is described as "the largest and most active village in Eastern Washington," although Spokane Falls has now twice its population, and Cheney long since retired from the struggle with its prosperous neighbor for the position of the trade center of the country north of Snake River. Of course Mr. Ingersoll is not to blame for such errors. He wrote of things as they were when he saw them. No part of the fast-growing Northwest can be truthfully described in articles written two years before the date of their appearance.

PRICES of wheat are discouragingly low, but we think it will be a mistake for farmers to hold on to the bulk of their crops in the hope of getting better rates. Enough grain should be sent to market to pay off debts to the merchants, set money in circulation and relieve the stringency in business affairs. Farmers will thus save interest and the risk of holding the crop and will benefit in many ways by the general improvement in trade. The grain need not be hurried forward, but should be shipped steadily as is usual during the fall months. A moderate quantity can wisely be carried over in the hope of better prices and the increased requirements for seed should not be forgotten. The point we want to make is that if everybody refuses to sell there will be hard times all around.

PERSONAL ITEMS.

GOV. SQUIRE, of Washington, is said to be the first Territorial Governor living in the Territory he is to manage at the time of his appointment. He has been a resident of Seattle for some time past.

GEN. SHERMAN, in company with other members of the Society of the Army of the Tennessee, made a visit to the wheat fields of the Red River Valley last month after the close of the society's re-union at Lake Minnetonka.

GOV. PIERCE, Dakota's new chief executive, told the people of Yankton that he regarded the decision of the Supreme Court, concerning the removal of the Capital to Bismarck, as binding upon him, and that he should take up his official residence at the latter place.

PRESIDENT HARRIS completed his inspection tour of the Northern Pacific lines early in August and returned to New York. While on the Pacific coast he also examined the rail and steam navigation lines of the Oregon Railway and Navigation Company, in view of the lease question now pending between the two companies.

AMONG recent callers at the office of THE NORTHWEST was Mr. R. Sykes, the founder of Sykeston, Dakota, and the principal owner of the great Larchwood estate in Western Iowa. Mr. Sykes is an English gentleman who spends his winters in his old home; and comes to America every spring to look after his large landed interests.

DIRECTOR C. B. WRIGHT, of the Northern Pacific, has returned East from his trip to the Pacific coast and to the National Park. Mr. Wright, who is known on Puget Sound as the father of Tacoma, spent a good deal of time in that town looking after the new water and gas works and other improvements. Tacoma is peculiarly fortunate in having so strong and faithful a friend.

COL. W. F. PROSSER, formerly a prominent member of Congress from Tennessee, and now U. S. Timber Agent for Washington Territory, has laid out a town at the falls of the Yakima River in that Territory and established himself there with his family. The irrigable and grazing lands in the vicinity, together with the fine water power furnished by the river, will in the near future make Prosser's Falls a place of importance.

HON. FREDERICK BILLINGS, chairman of the Executive Committee of the Northern Pacific Board, is making a tour of inspection over the company's lines, going as far as Tacoma; and also examining the lines of the Oregon Railway and Navigation Company, which will soon, probably, pass into the hands of the Northern Pacific on a ninety-nine year lease. Mr. Billings has been cordially welcomed at all the towns he has visited. His wife, son and two daughters accompany him.

QUESTIONS AND ANSWERS.

[In this Department the Editor will endeavor to answer briefly all inquiries concerning the Northwestern country, openings for settlement and new enterprise, promising investments for capital, railroad securities, etc.]

Wants to Start a Tinshop.

HOWELL, Mich., July 24, 1884.

To the Editor of *The Northwest*:

If you know of any growing town in the Northwest where a tinshop would pay, I should be pleased to hear from you. C. F. WETZEL.

Will some reader in a growing town where a tinshop is needed please write to Mr. Wetzel?

N. P. Land-Grant Bonds.

PLUMER, VENANGO CO., PA., Aug. 16, 1884.

To the Editor of *The Northwest*:

The Northern Pacific Company put out in 1873 land scrip instead of interest on their 7-30 bonds. I do not see any provision made for them. Can you tell me what the company is doing or intends doing with them, or are they dead letter? J. LEACH.

The land-grant bonds to which you refer were made redeemable in preferred stock, but the time for their redemption expired long ago. If you have any of them you had better correspond with the treasurer, R. L. Belknap, 17 Broad street, New York.

Wants to Go Into Sheep-Raising.

DETROIT, August 7, 1884.

To the Editor of *The Northwest*:

The writer, having a few hundred dollars at his command, wishes to engage in sheep-raising, and at the same time work gradually into cattle.

Kindly direct me as to where I should locate. Also state whether it is best to buy sheep after getting West or to take them with me. Should not object to joining someone now on the ground or about to go. If any of your readers wish to correspond, they can address C. BENTON,

74 High Street West, Detroit, Mich.

Go to Miles City or Billings, in the Yellowstone Valley, or if you want to go still farther west, the Big Bend country, in Eastern Washington, offers good inducements. Better buy your sheep near your range. They will cost more at first, but they will be accustomed to the country.

Why N. P. Stock Has Declined.

PHILADELPHIA, July 30, 1884.

To the Editor of *The Northwest*:

Would THE NORTHWEST inform a stockholder why the stock of the Northern Pacific is so low after it was so high at the completion of the road, when Mr. Villard was president? Also, how much the securities are worth? The inquirer had stock before it was reorganized, and holds now both stock and securities. When is it expected to pay dividends, etc? From a dependent STOCKHOLDER.

All stocks have declined during the past year, the sound with the unsound, because of the collapse of speculation in Wall street and the dull times in the world of business. Our financial page furnishes quotations of Northern Pacific securities on which you can always depend. There are reasonable prospects of a dividend being earned the present fiscal year.

Tree-Planting in Dakota.

GLENULIN, D. T., August 7, 1884.

To the Editor of *The Northwest*:

Will you please give directions in THE NORTHWEST for planting the seeds of box-elder, white ash, elm and locust, time, mode and depth, also the nut of the hickory? I am aware that you have done this in regard to the elder and ash, except as to depth, in the August number, but many persons in this part of Dakota would like to know all the conditions necessary to be observed in planting the seeds of these four kinds of trees, myself among the number, and I conclude your most valuable and elegant journal is the proper source to apply to.

Very respectfully,
A. H. B.

Will some of our Dakota readers, who have had experience with tree culture, kindly furnish us for publication the information our correspondent requires? It will interest many.

Questions About the Northern Pacific.

MONROE, MICH., Aug. 13, 1884.

To the Editor of *The Northwest*:

If you wish to interest the stockholders of the Northern Pacific Railroad please tell us the earnings for the month of July, also the earnings for each week of August, sales of land for each month, what percentage the expense of running the railroad. Tell us the proceedings of the directors' meetings, what amount of money on hand or ought to be on hand, that should be divided with the preferred stockholders, or what they are doing with the preferred stockholders' money. Why do they not pay it where it belongs? We have held this stock for eighteen or twenty years, and not much income as yet. We are getting old and if they do not divide soon we shall have to die—starve for the want of our profits. Please let us hear something really interesting to us. I have held 120 shares, now seventy. Had to sell fifty to buy bread. Can't stand it much longer. E. S. S.

The earnings, statements of the company are regularly printed in THE NORTHWEST. On the 18th of September the annual meeting of stockholders will be held in New York. At that meeting the report of the President and Board of Directors will be submitted. It will cover all the points about which you wish information.

A Very Sensible Letter.

MONTCLAIR, N. J., August 4, 1884.

To the Editor of *The Northwest*:

I am thinking seriously of emigrating to Dakota with my family, and settling, with the intention of engaging in farming, and growing up with the country, and shall be glad if you will advise me. I have a cash capital at present of some \$3,000, and more in prospect, and am a very energetic, industrious, well educated and experienced business man in New York, with a strong liking and taste for farming, but without very much experience in this line. I have a great faith in the future of the North Pacific country, and feel that it would be a wise thing to settle there, as the opportunities for business in New York are very few, and business in all directions terribly overcrowded.

My family and myself would not mind roughing it if there was a future ahead; and, as your valuable paper contains much good and sound advice, I take the liberty of troubling you. Railroad pamphlets relating to properties in which they are interested, are apt to give rose-colored views, and, as I have about exhausted all this class of information obtainable, I should like to hear from some one on the spot. If you will kindly advise me on the subject in general, where, in your opinion, is the best place to locate, what lands you know of for sale and their prices, I shall esteem it a great favor.

W. M. H.

We might recommend many localities, but to be specific we will say, go to Ransom or La Moure county, where there is still a good deal of first-class railroad land for sale. Buy a section at seven to eight dollars an acre, payable in preferred stock at par. Buy enough stock to pay a third or fourth of the purchase price. For the rest the company will wait from five to ten years. Use the rest of your capital to put up buildings, buy horses and cows and implements, and break eighty acres for wheat. In a few years you will be an independent farmer, with your lands well stocked and paid for, with comfortable buildings and a satisfactory bank account.

ON Spokane Prairie, Washington Territory, near Hayden's Lake, at the foot of the Cœur d'Alene, are two wells abandoned before water was obtained, because the volume of air that came through the bottom—which seemed to be composed of finely broken basalt—rendered further digging impossible. It came with such force as to blow the hats from the heads of the workmen and almost freeze them because of its low temperature, and to-day, if a lighted candle is held over the mouth of either well, the flame will be immediately extinguished. At Trent, ten miles above this, is another well that was abandoned because of the extreme coldness of the air therein, and now a mass of ice covers the bottom. Another curiosity is that over three times as much water flows into Cœur d'Alene Lake as is discharged therefrom.

MONTANA mutton wethers sell readily at \$3.50 per head, and it costs practically nothing either to raise or feed them.

BRITISH COLUMBIA'S MANIFEST DESTINY.

From a Fourth of July Oration by Hon. Ellicott Evans of Tacoma, Washington Territory.

The exclusive Americanization of the North American continent is the harbinger of peace, because it removes from the list of causes of international jealousy or strife one great element of contention. It is a great step towards that universal peace the world is destined to enjoy when it shall have attained that civilization to which it is steadily advancing.

Foremost among the agencies to effect this "consummation so devoutly to be wished," is the exclusive mastery of the commerce of the Pacific, constituting the United States the great Western power without a contestant. This of necessity would interpose a continent as the barrier between the European seas and the riches of India and the South Pacific, except by the transit of Eastern continents and seas. The great triumph of the age, the Suez Canal, affords a channel of communication between European States and the East Indies, and relieves all European powers from the excuse of a necessity to retain a foothold on the Pacific Coast for communication with Asiatic countries. Temptation to acquire territory in this region, as a measure of commercial advantage, no longer exists. No reasonable excuse remains for European intervention in American affairs. The exclusion of England as a sovereign power from the American continent accomplished, and we will have attained that true condition of national independence, "when," as the good Washington has expressed it, "we may choose peace or war, as our interests, guided by justice, shall counsel." The Monroe doctrine, enunciated in regard to and stamped upon the great Northwest, will not be theory, but practice: "The American continents, by the free and independent condition which they have assumed and maintain, are henceforth not to be considered as subjects for future colonization by any European powers." We lost sight of this principle, this animus of Americanization, in the abortive treaty of 1840; but a colony which was attempted to be built up and breathed into being as an appanage of European power and policy on American soil proved a paradox, and gives evidence of stunted growth while yet in its minority. In 1846 we could not quite reach up to 54° 40', but that historic landmark has become our boundary, and British Columbia is gravitating to the American Oregon, of which it was formerly a constituent portion. That good old line our people were willing to fight for in 1844 now bounds American territory. With Alaska as a top weight it will be pressed downward meeting the upward expansion of Puget Sound development. Between these two strata of Americanization British supremacy will be crushed out, and the continuity of American Pacific boundary be attained, bringing with it the exclusive control of the empire of the Pacific, and the commerce of Eastern Asia and the Southern Oceans. An inspection of the map of the world affords the most ample proof of this desirability of exclusiveness of Pacific Coast line. By the acquisition of Alaska and the Aleutian Islands our possessions have been pushed, as it were, across the Pacific and we are at the very doors of Japan and China. Take the coast line from Panama to our northwesternmost limit, representing almost the two sides of a spherical triangle, and, subtended within the area of the completed triangle, are the Sandwich Islands, which must naturally come to us. Then the great fact that a voyage is shorter from San Francisco to Japan and China, via our Northwest possessions, than by way of the Sandwich Islands; shorter still from Fuca Straits or Puget Sound; shorter still from Sitka; in fine, shorter from any intermediate point on the Pacific Coast of the American continent. So it must be plain as the sun at noonday how great a figure the control of that whole coast and its innumerable harbors must cut in this problem of absorbing the vast and wealthy commerce of the Pacific. This proposition is not new; its solution led to the exploration and settlement of the great Northwest. England and

the United States, during the last century, in these seas, contended for that commerce, and centuries before they had been preceded by Spain and Russia. To attract the wealth of Eastern Asia to the Pacific Coast of this continent and carry it to the Atlantic, and from thence distribute it to other parts of the world, stimulated, hastened and insured the construction of the great Northern Pacific Railroad, which of necessity makes our own home its selected port on this magnificent inlet of the sea, the future magnet for and absorbent of that commerce which will be found profitable by speedy land transportation to Eastern marts, such as valuable fabrics and wares, when rapidity of transmission and light weights neutralize freight charges. Furs, teas, silks, jewelry and such articles, are the illustration.

The history of Victoria, its rise, its early brilliant career, vindicates its location as a commercial emporium for the Pacific Coast. Its rapid growth shows how spontaneously, as it were, cities may be built by American population and energy. The early years of Victoria demonstrate the vastness and value of Pacific commerce, and the inherent strength and advantage of the situation. Its subsidence is the best evidence that on these continents, settlements to continue successful, to grow, to prosper, need more than natural advantages, more than capital, more than population. All these are essentials; but there must be present also the leaven of American institutions, the energy, the reliance, the dependence on future which grows out of "independence." Had British Columbia, including Vancouver Island, been an American territory, Victoria, if such port had been selected as the port for British Columbia, with the impetus it received in 1858, '59 and '60, would to-day have been a flourishing city. The most insidious and potential essay to acquire a British foothold in the Northwest, and to control Pacific commerce and power, was set on foot in 1857-58 by the late James Douglas, in a series of measures, chief among which for its boldness of conception, successful initiation, wide-spread attractiveness, universality of response and important subsequent results, was the Fraser River excitement. A careful examination of the events of which it is the historical aggregate will satisfy the most skeptical that that vigorous-minded Briton, that able, far-seeing statesman, had determined to make Victoria a British rival of San Francisco, and to establish as its base or feeder a province or colony in British Oregon, as then known, but now the continental portion of British Columbia. He had lived long upon the frontier; he had breathed the vital air of the Pacific Slope, which seems to impart energy and snap; he had been invigorated by seeing a wide expanse of territory develop into States; to see cities in a day spring into prominence. He rose to his full stature of native character when he felt: "If this can be done in America, why cannot it succeed in British Columbia?" For more than a quarter of a century he had been autocrat of these regions, and overlooked one idea. He had no knowledge or appreciation of the strength of a government dependent upon the will and consent of the governed. He wanted English institutions, English discipline and English circumlocation. He eschewed the American element present in the country by his invitation. Jealousy of American ideas marked his administration. As the English government refused to be at the expense of supporting English institutions, and as the American system was repudiated, the consequence is natural. As a governmental scheme, as a colony, British Columbia proved a failure. Victoria, its metropolis, is but a reflex of the province. A parallel between Victoria and San Francisco demonstrates the reason of the premature decay of Victoria, and points to the remedy by which she may be reinvigorated with healthy strength, experience, a hopeful future, and yet attain a place among Pacific cities to which she is entitled by her many natural advantages.

In 1848 San Francisco made her debut as the American mart of the Pacific. The discovery of gold

attracted a large advent of population to California. At the beginning of 1849 the population of San Francisco was about 2,000; by midsummer it had probably increased to 5,000. During 1850 30,000 persons arrived by sea at San Francisco; in 1851 27,000 arrived by sea. The overland immigration into California in neither of those years exceeded the immigration to the gold fields of British Columbia in 1858 and 1859. In an official dispatch July 1, 1858, Governor Douglas states that from May 19 to date shows arrival of nineteen steamships, nine sailing vessels, and fourteen decked boats with 6,133 passengers. From San Francisco alone for Victoria, between the early days in May, 1858, to June 15, 1858, the number was 10,573. This unparalleled state of things continued for several years. The customs received in 1859 amounted to over \$90,000. In 1860 they rose to nearly \$300,000. In 1861 Victoria imported from San Francisco, Oregon and Washington Territory, \$1,733,212; from other places, \$601,877. Total imports 1861, \$2,335,089.

In 1862 the imports from San Francisco, Oregon and Washington Territory had increased to \$2,645,229; from other places, \$910,248. Total, \$3,555,577.

In 1863 the imports from San Francisco, Oregon, and Washington Territory were \$2,230,501; from other places, \$1,657,311. Total, \$3,887,812. The exports during the same period make an excellent showing. These figures demonstrate two things: American trade, or trade from American States and Territories, was greatest, and exhibits the presence of American merchants. The foreign trade increasing marks the advent of British traders and merchants, and the withdrawal of Americans, American capital, and American merchants. Victoria, in other words, started with American impetus, but soon became a British port, with British trade and British ideas. In 1866 the Governor of British Columbia thus speaks of the condition of the colony: "The yield of gold this year is estimated at £600,000, and as there were certainly not more than 3,000 miners engaged, the average product reached £200 per man, far exceeding any average ever reached in California or Australia."

Victoria had a fair start; she possessed great advantages; her early stimulus was as great, her future was as full of hope as San Francisco. Yet how changed the picture! San Francisco, as the representative of American progress, advancement and commerce, if not in wealth and population, is the third city of the United States. Connected with the Atlantic by rail, her future progress must be as steady and glorious as her past career has been wonderful. With all the natural advantages of Victoria, the vast mineral wealth of British Columbia, the coal and lumber of Vancouver Island, the stimulus of British capital and prestige, to-day she illustrates the stagnation of premature old age.

The two systems stand side by side—Old England and beyond, America. While the one is fast verging into senility, the other's "youthful veins are full of enterprise, courage and honorable love of glory and renown." One cannot hold the even tenor of its way, nor even stimulate a hope for the future; the other has insured progress, advancement and power. Our English brethren across the border languish for the invigorating influences of healthy Americanization. We are here to-day to thank God for the American system—every man his own ruler, every man a sovereign. We refer to the other as the one thrown off by our revolutionary sires, and give thanks to our Father in Heaven that they were permitted to overcome in these States.

E. MEEKER, the "hop king" of the Puyallup Valley, Washington Territory, has issued a circular, in which he says: "The hop crop for the year 1884 is the heaviest on record, there being fully twice as many hops to harvest as in 1883. It will take 5,000 hop pickers to secure the hop crop of 1884 in the Puyallup and White River Valleys. The harvest will begin about September 1, and will probably continue for twenty-five days."

CARRYING A STEAMER ACROSS THE ROCKY MOUNTAINS.

From the Walla Walla Statesman.

A feat, reminding one of Baron Munchausen tales of wonderful adventures, is now being carried out by an energetic young Englishman, who is representing a party of English capitalists who have acquired a large block of land from the British Columbia government in the exquisitely beautiful Lower Kootenai Valley, lying just over the northern confines of Idaho, where the international boundary line separates the waters of Pend d'Oreille Lake and Kootenai River. This pass, traversed by a narrow Indian trail which winds through the almost impenetrable forests that clothe this great spur of the Rocky Mountains, known as the Clark's Fork Range, has never been passed by as much as a wagon, and now a steamer, the hull built of teak, is in one piece, is to be spirited across this mountain barrier for a distance of forty miles. A large force of Indians belonging to the Kootenai tribe, a race that has as yet remained perfectly untouched by civilization, and who have never seen a white woman, have been engaged, together with ten or twelve white men, and it is hoped that by a skillful distribution of the enormous weight to be transported, the use of patent blocks when the trail is very steep, the hull freed for the time from the yet greater weight of the boiler and machinery which will be transported separately, can be got over the range that isolates the beautiful Kootenai district, a portion of which lies still in Idaho, from the country not traversed by the Northern Pacific Railroad.

The little steamer has seen much travel. Built last year on the banks of the placid Dee that washes the Roman walls of beautiful Chester, one of England's oldest cities, she made a summer trip to the rock-bound coast of Norway, where her owner explored some of the most inaccessible flocks of that picturesque coast, bent on Salmon fishing and bear shooting. Brought back to England she left Liverpool safely stowed away on deck of the "Polynesia," one of the ocean leviathans, May 21. Landed at Montreal, she was placed on deck of one of the large propellers running from that port to the westernmost extremity of the Great Lakes, Duluth, when, after passing through some 150 locks that makes navigation through the long chain of lakes possible, and after a narrow escape from being wrecked on a hidden rock, on which the propeller one dark night struck heavily, she safely reached the latter port, when she was immediately placed on a flat car on which, after being placed in bond to enable her to pass through the United States, she began her long, transcontinental journey of 1,500 miles over the Northern Pacific line, to Sand Point or Lake Pend d'Oreille, from which by far the most adventurous portion of the long journey commences, for at Sand Point she leaves the iron track to be carried from thence to the Kootenai River across Pack River Pass by human hands, a distance, as we have said, of about forty miles, every inch of which will exercise the ingenuity of the energetic young "boss" and the muscle of Indians and white men. By figures supplied to us by the said gentleman it is not uninteresting to note the cost of this enterprise, for which it may be mentioned special freight rates were secured all along the line of travel, from Liverpool to Montreal, 3,000 miles, \$75; from Montreal to Duluth, by propeller, 1,400 miles, \$50 (exclusive of the accompanying engineer's passage); from Duluth to Sand Point, 1,500 miles on the Northern Pacific Railroad, \$300; from Sand Point to Kootenai River, forty miles, \$400. It is needless to say that it is the first steamer that has plied the Kootenai River and lake, a stretch of water navigable some 200 miles in length, the like of which there is not on this continent, for a fleet of "Great Easterns" could steam in double file down the Lower Kootenai River, a placid stream unmarked by rapids or falls, from 600 to 800 feet in width and fifty to sixty feet in depth, is debouched into the 100 mile long Kootenai Lake, a superb sheet of mountain-girt water that for scenic charms has not its equal in the old or new world. In a very short time all this Kootenai district will be full of miners and prospectors, for it is one of the most promising mining countries as yet discovered. Some of the galena deposits on the banks of Kootenai Lake being the largest found outside of Spain. It is easy smelting ore, running seventy per cent in lead and about thirty dollars in silver, one of the recently discovered leads being 5,000 feet long by 100 feet wide.

THE MISSISSIPPI RESERVOIRS.

From the Minneapolis Tribune.

Among the scores of great engineering enterprises for which the nineteenth century will be famous in ages to come, those connected with the Mississippi River will be conspicuous. The jetties, the levees, the bridges, will all be enduring monuments. But none perhaps will equal, in its effects as a triumph of man over nature, the reservoir system now in process of construction about the sources of the river—a system which proposes the regulation of the flow of the imperial Mississippi; which proposes bringing the Father of Waters under control like an irrigating ditch on the plains. The work now in progress at the outlets of Leech and Winnibigoshish Lakes is no new subject to people hereabouts, but the country at large is not very well informed about it, and will undoubtedly peruse with interest the descriptive article by Mr. J. G. Pyle in the September number of *Harper's Magazine*.

For some fifteen years the feasibility of reservoirs has been under discussion; and after an exhaustive and wholly favorable report by Maj. Charles J. Allen, who was detailed to make the necessary surveys in 1878, and who agreed fully with the conclusions of several civil engineers who had been over the ground before him, the government concluded to begin work. The system is to be a very simple one, nature having done most of the work. Most rivers have their origin in regions of high altitude, and consequently the damming and regulation of their sources would be either impossible as an engineering project or impossible as a financial project. But the Mississippi is as sluggish at its headwaters as at its mouth. Thousands of square miles of lakes, swamps and sloughs, with a net work of connecting streams, constitute the topography of that central portion of Northern Minnesota, out of which proceeds the Mississippi River. It is already an enormous reservoir system, wanting only the apparatus for regulation. That apparatus is to be supplied by five dams amply provided with sluice gates. So flat and depressed is that whole locustine region, and so slight is the fall of the river, that a rise of a very few feet, secured by a dam placed at the proper point, will affect a wide area of lake and adjacent marsh, and will effect the accumulation of a vast quantity of water.

The five dams will be placed (1) at the outlet of Lake Winnibigoshish, (2) outlet of Leech Lake, (3) outlet of Mud Lake, (4) below the mouth of Vermilion River, and (5) at Pokegama Falls. When all are completed the fifth will necessarily constitute the distributing reservoir for the four which are above it. The one at Winnibigoshish is to be completed first, and tested experimentally. If it proves to be the practical success which the engineers have asserted that it must be, the others will be pressed to completion. Work began at Winnibigoshish a year ago last January. The dam is constructed at a favorable point in the river below the lake, between bluff elevations 1,100 feet apart. It is not a structure of costly masonry, but is chiefly of timbers, clay, sand and sod. It forms an embankment 120 feet wide at the base, and ten feet at the top. It is designed to secure a fourteen-foot rise of water in the lake. Work is also begun on the Leech Lake dam. Besides the five named, there is to be a dam on the Pine River, and another on Gull River, each of which tributaries will thus become the conduit for an immense reservoir. The estimated cost of the seven dams is only \$558,135. The plan includes reservoirs at some future time at the head of the St. Croix, Chippewa and Wisconsin rivers.

The most conservative figures show that by this system it will be possible to hold back enough water in the rainy periods of fall and spring to aid navigation during the entire three or four months of low water in summer and early autumn. If calculations are not greatly amiss, the reservoirs will be able to double the volume of water in the river between St. Paul and Lake Pippin in the dry summer season, thus insuring a navigable depth for the entire year.

The even flow thus secured would also advantage the milling interests of Minneapolis. It is believed further that the system will prevent many of the destructive effects of freshets along the course of the Upper Mississippi. The effect of the system will simply be to prevent the river from falling unduly, and also, if possible, incidentally to prevent it from rising unduly. If the system as now contemplated meets expectations, it is capable of great expansion by the multiplication of dams on tributaries still to be brought into service.

TREES FOR DAKOTA.

G. W. Cowdrey, of Valley City, gives his experience in regard to trees for Dakota in the *Northwestern Farmer*, as follows:

I see a great many different ideas in regard to trees that are suited for North Dakota. With your permission I would like to state a little of my experience with trees. I have found that there are only a few varieties of the apple family that will thrive in Dakota, except the crab varieties. I don't think there is any of the crab varieties but what will thrive and fruit well in North Dakota, but of the large varieties there are but few. I will enumerate a few varieties which I feel confident will stand our winters and fruit. First, Petofsky, a beautiful early apple. It is small size, quite acid, flesh white. Duchess of Oldenberg, a beautiful fall apple. Then there is Wealthy Rol Pippin, Elgin Beauty, Rol Russet, Farmer's Red Astrachan, and a few others that may possibly stand our severe winters. The plum seems to be at home in Dakota, as all the streams and lakes have plenty of wild plums along their banks, where they have been protected from the prairie fires. I am cultivating some three or four varieties that have stood the winter all right, but it will not do to plant all varieties, but just the very hardiest.

Of the cherry family, I don't think there is any that will stand our winters unless it be the Early Richmond, a small, acid variety, but they can be kept by tying them up with hay or straw, commencing at the bottom and winding them clear to the top of the tree, together with all the limbs. To do this effectually it will be necessary to make the hay or straw into a rope, and after the tree is completely tied up it will be necessary to bank up with manure after the ground is frozen. This plan should be followed on all choice shade trees or flowering shrubs. Quince and pear trees may be grown in this way, but without this kind of protection it would be useless to plant. Currants and gooseberries will grow and fruit here without much care, still they will pay much better by giving them good care. They either need good cultivation or good mulching. Let the mulch be six or seven inches deep and then there will not be any weeds, but should there be a few force their way through the mulch it will be easy to pull them up. There is nothing to hinder every farmer from having a nice bed of strawberries in his garden, but the strawberry must have protection in winter. The best plan is to cover them about six or seven inches deep after the ground is frozen. Straw is the best thing to cover them with; would prefer rye straw if it could be had. Grape vines should be laid down and covered; and raspberries and blackberries. Now in regard to evergreens, I find the red cedar and European larch class the best, but there are many other varieties that will do well here by giving them a little care the first year or two. They should be planted with other trees and group them so that one will protect the other. The wind hurts the evergreen more than the cold in this country. It is my impression that the day will come when the prairies will be covered with most all kinds of trees. Every farmer will have a nice grove around his house and learn the kind of shade trees adapted to this country. First, box-elder and cottonwood, then the ash family, white and green ash, mountain ash. The white birch does well in this climate, as well as the basswood or linden, hard maple or soft maple. The soft maple freezes back the first two or three years, but after it gets age it will do all right. The Russian mulberry will be a failure in this country as it will surely freeze back every year.

THE BEST BREEDS OF CATTLE FOR MONTANA.

Until recently but little was known in this country of the Polled-Angus breed of cattle, and the feeling tended largely toward a preference for the breeding of Shorthorns for the improvement of our range herds. But the recent introduction and experiments with the Polled-Angus develop many points of excellence for that breed over any other that has ever been tried in our Montana climate. The Montana Cattle Co., we believe, was the first to turn pure bred Polled-Angus bulls upon our range, and we learn that the result has been highly satisfactory. The breed seems to be stronger than our native cattle. It is noticed that the calves from our native cows, bred to Polled-Angus bulls, invariably take after the sire in color and form so far as that they have no horns. This is one of the most superior points in the Polled-Angus. Cattle raisers who have devoted much time with our range herds now concede this a great advantage over horned cattle. A considerable loss from death, yearly, comes from the freezing of horns among our common herds. Frozen horns do not cause instant death, but effects the condition of cattle severely in the spring, preventing many from taking on flesh readily, and often causing such mental derangement that tame cattle become unmanageable. Those who have been engaged upon our ranges for some years, and have given close attention to our herds, estimate a yearly loss of one per cent from this cause. Cows heavy with calf are more easily affected than other cattle. Messrs. Martin & Meyers, extensive stockmen of Shields River, fully concur with us in the superiority of this hornless breed. A year ago they brought out sixteen Polled-Angus bulls, thirteen cows and four yearling bulls which they turned out among their cattle. No attention was given them through the winter, and from the account we have from the foreman of this herd the cattle did not need any. Of the thirty-three head all came through the winter in fine condition, except one, which was lost by accident. It was noticed that in the severest weather, when other cattle were seeking shelter from the cold winds, these cattle would go upon the highest and most exposed ridges to graze, as perfectly unconcerned as if in a warm climate. One young bull, which was very poor when turned out, wandered away and was not seen during the winter, and it was thought that he had probably gotten snow-bound and perished, but in April, to the surprise of all, he came down from the hills in first-rate condition, showing that the bracing atmosphere of our Montana climate had agreed with him, and that his condition was really better than when he went away, six months previous. The result with the Polled-Angus shows a great superiority over our common stock cattle, and more especially Shorthorns and grades which were brought from the same State last year and wintered here, the loss among which was very great. — *Rocky Mountain Husbandman*.

VALUE OF GOOD SEED WHEAT.

From the Valley City (Dakota) Times.

A magnificent specimen of growing wheat was left at the *Times* office yesterday, which is worthy of special mention. The wheat was sown by Baillie & Nielson, at Stewartown, northwest of Valley City, who seeded 38½ acres, one bushel and six quarts to the acre, with a variety which will be named further on. Its stand is immense, being in many places over four feet high, and is considered by many the best in the county. The heads are long and plump, and in length average between four and five inches. Sown April 17, this wheat headed out June 25, and the kernel is to-day fully developed.

This magnificent crop is from fifty bushels of seed purchased at Souris, Manitoba, and is of the hard Red Fife variety. At the Manitoba Provincial Fair, held last fall at Portage la Prairie, it took the Hudson Bay Co.'s special prize of \$100 for the best

twenty-five bushels of Red Fife wheat grown in Manitoba, and a diploma given by the Board of Agriculture. It was also awarded first prize for ten, five and two bushel samples, being every first prize awarded for No. 1 hard wheat. Mr. Hartney seeded 140 acres with this celebrated wheat in the spring of 1883, and the yield was 4,292 bushels, or 30½ bushels to the acre. The wheat weighed sixty-five pounds to the bushel.

The seed possesses many especially meritorious features, among which are its extreme hardness, almost entire absence of beards, length of heads, etc. A bundle will be sent to the New Orleans exhibition and a sample in kernel will also be forwarded.

RESTRICTING THE LUMBER OUTPUT.—Fifty or sixty gentlemen, representing \$500,000,000 investments in the lumber manufacture in the Northwestern States, met at the Grand Pacific Hotel, August 20, to discuss the interests of the trade. Alderman Van Shaick, of Chicago, presided. The morning session was devoted to hearing reports from the dealers, who expressed almost a universal opinion that the lumber supply now exceeds the demand. A great amount of lumber and logs will have to be carried over until next year. After a long discussion it was decided that, in view of the fact that the production of pine lumber in the Northwestern States has overtaken and exceeded the annual demand, the log supply of 1884-5 should not exceed sixty per cent of that of last year; and it was recommended that all mills close down as soon as possible, not later than November 1. This action is deemed advisable because it is not believed that, during the present financial condition of the country, and considering the current price of agricultural products, an increased demand and higher prices for lumber can be expected. If all the companies in the five Northwestern States act under the suggestion of the convention and close mills November 1, the manufacture will fall off from 7,500,000,000 feet during the year just closed to 4,000,000,000 feet during the year to come.

More in the Man than in the Land.

BY SI NEY LANIER.

I knowed a man, which he lived in Jones,
Which Jones is a county of red hills and stones,
And he lived pretty much by gettin' of loans,
And his mules were nuthin' but skin and bones,
And his hogs was flat as his corn-bread pones,
And he had 'bout a thousand acres o' land.

This man — which his name it was also Jones —
He swore that he'd leave them old red hills and stones,
For he couldn't make nuthin' but yellorish cotton,
And little o' that, and his fences was rotten,
And what little corn he had, hit was boughten,
And danged if a livin' was in the land.

And the longer he swore the madder he got,
And he riz and he walked to the stable lot,
And he hollered to Tom to come thar and hitch,
For to emigrate somewhar whar land was rich,
And to quit raisin' cockburs, thistles, and sich,
And a wastin' their time on the cussed land.

So him and Tom they hitched up the mules,
Pertest in that folks was mighty big fools
That 'ud stay in Georgy their lifetime out,
Jest scratchin' a livin' when all of 'em mought
Git places in Texas whar cotton would sprout
By the time you could plant in the land.

And he driv by a house whar a man named Brown
Was livin' not far from the edge of town,
And he bantered Brown fur to buy his place,
And said that bein' as money was skace,
And bein' as sheriffs was hard o' face,
Two dollars an acre would git the land.

They closed at a dollar and fifty cents,
And Jones he bought him a wagon and tents,
And loaded his corn and his wimmin and truck,
And moved to Texas, which it tuck
His entire pile, with the best of luck,
To git thar and git him a little land.

But Brown moved out on the old Jones farm,
And he rolled up his breeches and bared his arm,
And he picked all the rocks from off'n the groun',
And he rooted it up and plowed it down,
Then he plowed his corn and his wheat in the land.

Five years gld by, and Brown one day
(Which he'd got so fat that he wouldn't weigh),
Was a settin' down sorter lazily,
To the bulliest dinner you ever see,
When one o' the children jumped on his knee
And says: Yan's Jones, which you bought his land.

And thar was Jones, standin' out at the fence,
And he hadn't no wagin, nor mules nor tents,
For he had left Texas afoot and cum
To Georgy to see if he couldn't git sum
Employment, and he was lookin' as humble as ef
He had never owned any land.

But Brown he axed him in, and he sot
Him down to his vittles smokin' hot,
And when he had filled himself and the floor,
Brown looked at him sharp and riz and swore
That "whether men's land was rich or poor,
Thar was more in the man than thar was in the land."

MONTANA STOCK RAISING.

From the Chicago Western Rural.

We are asked by a Finchford, Iowa, correspondent certain questions about the live-stock business in Montana. He is "a young man with some means, and intends to go into the stock business on a small scale in the West." He thinks, from what he has read in the *Rural and Stockman*, that Montana is the place that offers the most inducement. He wishes us to give general information concerning the stock business in that Territory, and what part would be the best for a beginner, and whether he could get free range for cattle, or would have to purchase land?

Such questions as these are the most difficult that we have to answer. In the first place we cannot advise our young friend to go to Montana or any where else for the purpose of entering upon the live-stock business without knowing something about him. If we knew that the business in Montana paid five hundred per cent per annum, we should not like to hold out any inducement to one who we did not know was capable of conducting the business, for no business runs itself; and it is not often that a business can be made to pay without experience in its management. If the stock business is well managed in Montana it is remunerative, and that is about all we can say about it. We are not able to give the measure of success which anyone has achieved there, and if we could, that would be somebody else's success, and no assurance that our correspondent could achieve a similar success. We recently published a letter from one of our subscribers in the Territory which gave the best information that this journal has ever given. Nor can we answer as to the best locations for a person to go. That is a matter which every one must settle for himself. He can soon learn where he had better go when he strikes the Territory. He can stop at various points and look over the ground and make inquiries. Go to Helena, or any of the other towns, and investigate. Of course there is plenty of free land in the Territory, but as to its availability we are not prepared to say. If we were going to Montana we should buy our land. Land will never be any cheaper there, of course, and now that the railroads are in the Territory the population will increase much more rapidly, and the land near the roads will be taken up. The future of Montana, even in an agricultural point of view is, we believe, a very high one. There is probably no spot in this country that has been so generally underrated in many directions as Montana. For a long time it was not valued as it deserved even as a stock country, and even now many have very erroneous ideas about it. But its fame is that of a stock and mining section. It is going to be a great agricultural State, or we miss our guess, and the man who takes up land there will not regret it.

How a Mine is Worked.

"I wish you would tell me all about the way men get gold and silver out of a mine, my dear," said a lady in Brooklyn the other day to her husband, as he peeled off his coat and sat down on three chairs for the evening. "I always thought that they first bored into the ground with a paystreak until they found the shaft, and then they drifted for the assessment, and when they found it they just put a blast in the indications and salted the dump. Now, it seems that you don't do it that way. You follow up the micaceous slate until you strike the bias fold. Then you see if you can't find a color that matches the copper-stained trilobites that you prospect, and you—"

"No, I must stop you there. You are getting a little off the vein. You probably have the right idea, but you are using terms that are not correct. After they pinch out the night shift then they salt the contact and pinch out the vertical chilblain. Then they drift for the blossom rock, baled hay and poverty until they strike the varicose vein. After

that it is a short job to put on the bias fold and sample the stockholders. Where bituminous duplex bisects the brocaded porphyry and scallops the gouge with cross-eyed shirrings and bicarbonate of bilious colic, interlaced with moire antique wads of free copper and free milling erysipelas. This is not always the case, however, for indirectly or inversely, perhaps more or something less, as the case may be, and still we might or might not, according to whether we did or not, but also besides, if not always, as already described, perhaps, yet I wouldn't be positive about anything which might be doubtful." And he laughed a cold, hard laugh and went to bed:

If husbands would only explain these things to their wives, how much pleasanter our homes would be.—*Spoopendyke in Brooklyn Eagle.*

A LOOK AT SANBORN.

Special Correspondence of The Northwest.

SANBORN, DAKOTA, August 16.

I am spending a day in Sanborn, in the midst of a sea of golden wheat fields, the guest of Mr. I. W. Barnum, a Brooklyn, N. Y., gentleman, and the bonanza farmer of this section.

Sanborn is a considerable station on the Northern Pacific and is the terminus of the Sanborn, Coopers-town & Turtle Mountain Railroad. The town is beautifully situated in the midst of a rolling prairie, which stretches away on all sides and is declared to be all "No. 1 hard" wheat land. After one has been in Dakota and has seen for himself the vast areas of the rich black loam and the almost unlimited fields of the ripening grains, and has beheld the fine and sometimes remarkable specimens of all kinds of vegetables, one is sure to be enthusiastic in praise of this region. Sanborn can boast of many well-built dwellings and stores, two churches, a hotel, two livery establishments, two grain elevators and an excellent newspaper, the *Enterprise*. It is claimed that the business of the town for 1884 will amount to \$1,000,000. Sanborn has trees. Two years ago quite a number were set out by some of the more enterprising citizens. Nearly all that received proper care are now flourishing. Nearly all the citizens, no matter what their vocation may be, have claims near by on which they raise crops. At this writing the town is almost deserted as the citizens are busy harvesting their wheat and oats.

I was shown over Mr. Barnum's section farm, half a mile from the town. It has a fine location. From the front of the farm house I can see the town and the Northern Pacific trains as they pass. On the east, running north and through a part of the farm, are seen the tracks of the Sanborn, Cooperstown & Turtle Mountain Railroad, and from the 10,000 bushel granary, a few rods from the farm house, one beholds an almost unbroken vista of golden fields as far as the eye can reach. The vast stretches of grain in all directions make a striking impression of richness and fertility. One gets a good idea of what is meant by a bonanza farm. "This not a very large farm compared with some others here in Dakota," said Mr. Barnum, "but it is a fair specimen. We do things on a large scale in Dakota. The season has been one of the most favorable in the history of Dakota for wheat and oats. This section was not visited by the heavy hail and rain storms which, I hear, have done considerable damage in some parts of Minnesota and Dakota. I have about 600 acres in crop this year and my wheat will go fully twenty-five bushels to the acre. I think twenty-five a very good average yield, and consider reports of thirty-five and more bushels to the acre as exaggerated. When I visit friends in the East and see those small patches which they call farms, I always say, 'Come to Dakota and see for yourself what we call farms.'"

He is right. I never realized what a big farm was until I came to these beautiful prairies. S. C.

TOBACCO has been successfully raised this season in the Big Bend country, Washington Territory.

GLIMPSSES OF WESTERN LIFE.

A Love-letter from Dakota.

SWEET Jinny, I write on my knee
 With the stump of a limited pencil,
 I would write on me disk, but you see
 I'm without that convenient atinail.
 I've a house of me own, but as yet
 Me furniture's homely and slender;
 It's a wife I am after, to let
 Her consult her ideals of splinder.
 If I should buy tables an' chairs,
 An' bureaus, an' carpets, an' vases,
 An'—both the lingo of vares!—
 An' curtains wid camel-hair laces,
 Perhaps when I married a wife
 She wouldn't turn up her nose at me choosin',
 Or waysht the sweet bloom of her life
 Wid pretinse of contint at their usin'.
 So now I've no carpets to sweep,
 Nor tables nor chairs to tip o'er;
 Whin night comes I roll up an' shleep
 As contint as a pig on the floor.
 But ah, the shweet dreams that I dream
 Of Erin's most beautiful daughter!
 Untill in me visions you seem
 On your way to me over the water!
 (—Please pardon me method ungainly,
 But, hopin' the future may yoke us,
 I'll try to be bould an' speak plainly,
 An' bring me note down to a focus:—)
 Would you marry a man wid a farrum,
 An' a house most exquisitely warum,
 Wid walls so incandingly thick, ma'am,
 For they're built of a single big brick, ma'am,
 Touchin' Mexico, Texas, Nebraska,
 The thickest walls iver you thought of,
 Why, they cover the country we bought of
 The sire of Alexis—Alaska!
 For sure its great walls are the worruld,—
 In fact its a hole in the ground;
 But oh, its the place to be curruled
 Whin the whirlwinds are twirlin' around!
 It is ivery bit basemint licipt
 The parlor, that lies out-of-doors,
 Where the zephyr's pure fingers have swept
 Its million-ply carpeted floors.
 Forgive me Extravagant speeches,
 But it's fair as the dreams of a Hindoo,
 Wid me parlor's unlimited reaches
 An' the sky for a sunny bay-window.
 Me darlint, Dakota is new,
 Sed couses are here widout number.
 But I'll build a board mansion for you—
 Whin I'm able to purchase the lumber.
 An' sure 'twill not take very long
 Where the soil is so fertile, I'm tould;
 Whin you tune up your plow for a song,
 The earth hums a chorus of gould.
 Thin come to your Dinnis O'Brion,
 An' let his fidelity prove
 That his heart is as strong as a lion,
 Ixipt that it's bustin' wid love,
 W. W. Fink in The Century.

Women as Jurors in Washington Territory.

The Walla Walla grand jury venire being exhausted and the pannel not filled, Judge Wingard turned to Sheriff Thompson and ordered that official to "bring into court three well tried and true citizens of Walla Walla or Franklin counties, and if you can't get good and reliable men get good and reliable women. I would much rather have a good woman on the jury than the average jurymen picked up on a special venire. We have been hampered with too many scrubby jurymen." Judge Wingard's remark caused a ripple of excitement in the court room.—*Walla Walla Union*.

"Maverick."

The name "Maverick" came from Texas originally. In 1854 Joe Maverick was the biggest cow-owner in all that part of the country, and was getting richer every day. The owners of small herds in his vicinity became poorer and poorer, while Maverick's cattle continually grew in numbers. It finally came to be well known, through his cowboys, that he was in the habit of appropriating to himself all the unbranded calves found on the ranges near him, and placing on their hides his own brand, and it grew to be a common joke among the cowboys to say, when a lot of unbranded cattle were seen on the range, "Those are Maverick's." After the original circumstances were forgotten, the apostrophe was dropped, but the name remained, and was applied to any unbranded cattle, and so it has come down to us.

No Frontier Left.

An old-timer once said to me: "I've about decided, Bill, that the West is a matter of history. When we cooked our grub over a sage brush fire we could get fat and fight Indians, but now we fill our digesters with the cold pizen and pewter of the canned peach; we go to a big tavern and stick a towel under our chins, and eat pie with a fork, and heat up our car-kisses with antichrist coal, and what do we amount to? Nuthin! I used to chase Indians all day, and eat raw pork at night, bekuz I dassent build a fire,

and still I felt better than I do now with a wad of tin can sodder in my stummick, and a homesick feelin' in my weather beaten breast. No, we don't have the fun we used to. We have more swarrees and sciatica and one bloomin' thing and another of that kind, but we don't get one snort of pure air and appetite in a year. They're bringin' in the blamed telephones now, and malaria and aigue, old sledge and fun might as well skip out. There ain't no frontier any more. All we've got left is the old trantler jooos and rhumatiz of '49."

Behind the red squaw's cayuse plug
 The hand-car roars and raves.
 The pie plant pies are now produced
 Above the Indian graves.
 I hear the oaths of pioneer,
 The caucus yet to be,
 The first low hum where soon will come
 The fuzzy bumble bee.

—Bill Nye.

Running a Locomotive.

"Lots of chaps think it would be fun to run an engine," said the driver, as he stuck his head, a flaming torch and a long-necked oil can in under his machine, "but if the most of 'em would try it they wouldn't like it quite so well. 'Tain't everybody can run a locomotive, either. A nervous man has no business in a cab; no more has a careless one, or a stupid cuss. To run an engine a man must feel his responsibility and keep his head level. I don't believe half the people know what it is to run an engine. Now, there's the machine; that's the first thing, and it has to be in good order, and stay so. A locomotive has to stand wear and tear and weather that'd knock a stationary engine all to smithereens. And no matter what emergency arises—freezing of pipes or starting of flues, a loosening of packing or heating of journals—we've got to know just what to do, and do it right quick, too; then, when we're running, there's the time cards, and pretty often a new one; and the train orders, they are a life and death reputation to us, and to read them correct and live up to 'em gives us no end of anxiety. Bet I've read a train order over a dozen times an hour. I am always afraid of making a mistake or forgetting. You know the consequences of even a little mistake, sometimes. Then there's the signals to watch, the conductor's gong overhead, steam to keep up, time to make, whistle posts and crossings to look out for, bad spots in the road to be careful on, and along with all this there's the track ahead of ye, which your eyes musn't leave for mor'n five seconds. There's the brakes, too—one is always worrying about them. I don't s'pose everybody knows, either, that we have to be mighty careful when we come to the top of a grade. You see, in going up she labors hard and as soon as she begins to descend she makes a rush, and there's the danger of breaking your train when the rear cars are dragging on the up grade. This danger is especially great on freights, but no good engineer fails to shut off some of his steam when his engine reaches a summit. It isn't every fool can run a locomotive."—*Argonaut*.

A MODEL COWBOY.—They have one William McGaigan connected with the Musselshell round-up in Montana, who is said to be one of the best riders in the world. It is said of him that he can, with ease, going at full gallop, lasso any steer or bull with scarcely an effort, dropping the lariat snugly over the beast's head and around his neck. Then, with a peculiar turn of the wrist known only to himself, he sends a coil which runs in a successive ring down the line, raises the noose from the animal's neck, and when it is about to slip off, with a sudden jerk he tightens the line, and lo, you have the steer safely secured with a halter around his nose. He understands knifing, branding and wattling to perfection, and from horseback can throw grown cattle with as much ease as calves.

STRAW FUEL.—Mr. E. H. Clark, down in Hanson county, gives his experience in heating his house with straw and hay. He says that in the cellar of his house he constructed of brick an oven, three feet wide and six feet long. This is inclosed in a room six feet square. The heater is arched over the top, and the door is cast iron, 14x20 inches. Through this aperture the hay is fed, and half a ton is used a week, if the weather is very cold. All draft is shut off, and the heat, driven into the brick, radiates up through the register and fills the house with Flori-

dian temperature. Dead grass is cut till snowed in, and it is not twisted for use, but thrown in loosely. The expense of heating is nominal, and the result satisfactory. This is in a general way the system of the Mennonites, many of whom have burned grass for centuries in very similar fashion. In the *News* last summer we advocated this system, which is no experiment, and which has stood the test of long experience in a colder country than this. We have a pamphlet giving full description and illustrations of the Mennonite hay stove, and will with pleasure show it to any one who may have a desire to see it.—*Carrington (Dak.) News*.

THE OREGON DESERT.

Correspondence Portland (Oregon) News.

Much has been said regarding Oregon's fertile soil, its advantages and disadvantages, but we have seen nothing concerning the portion known as the "Great Oregon Desert." Of those who have heard or read the State's history, perhaps there are none, or at most a very few, who do not know something of this barren spot. Of those who have, we feel safe in asserting that nine-tenths imagine that this "desert" is like those trackless, barren, sandy wastes that we often hear of in Africa or Arabia, so graphically pictured by the tourist. By a personal observation we find this to be a great mistake, and that which is here termed "desert" possesses a soil very rich and productive. Ignorance of its character has doubtless prompted the epithet, rather than a knowledge of truth. We do not mean to say that this region is the best locality for settlement and cultivation, for the fact is that much of it, by reason of certain disadvantages and difficulties to be encountered, is destined to remain as it is for years to come. This name was applied some years ago to the greater part of Central Oregon, being prompted by ignorance of its true character. Settlers are now encroaching upon it from all sides, and it is gradually growing smaller as civilization advances. In many places large areas of good land are found, and only the lack of running or surface water has prevented its settlement. In many places, however, when spring-time has brought forth the magnificent bunch grass, that so beautifully decorates portions of it, the hardy stockman can be found with an immense herd feeding on an almost inexhaustible supply of this grass.

As to the lack of water, it has been found at an easy depth. In several instances we have seen water produced by the digging of wells at a depth of ten feet. And again we have seen fine grain and vegetables produced in the very center of this desert. It occupies a section reaching from the foot of the Cascades on the east to the line of Idaho, comprising portions of Lake, Wasco and Baker counties. Its surface is an elevated tableland, with occasional ridges, spurs, ledges and deep, rocky canyons, with juniper scattered over its surface. In places thousands of acres of juniper timber may be found in a body; and again miles and miles of sage brush worries the eye with its somber monotony. Snow does not remain on this portion of the desert any great length of time. Sheep and cattle are driven a great distance to winter on this land of evergreen bunch grass during a hard winter. Not until during the past five or six years has it been thoroughly explored, and many a man unacquainted with it, who has attempted to cross without a guide or the necessary information, has lost his life for his rashness. Now, however, men may be found domiciled in its very center, who are familiar with every league of it. We believe we may say with safety, and not be extravagant, that within a few years this desert, or a greater portion of it, will be made as productive in its line of vegetation as the great unwatered plains of Kansas or Nebraska.

THE Montana Improvement Company is to dam the Blackfoot River where it comes out of the mountains to furnish a reservoir for the sawmills which they propose to erect all along the river from the mouth of the Blackfoot to Missoula.

BRAN IN BREAD.

From the Northwestern Miller.

We publish in another column a translation of the report of Prof. Aime Girard on the properties of the different parts of the wheat berry, as determined by himself in recent and original experiments. The results are new and interesting. There are two main facts worthy of particular notice. The first is the utter worthlessness of bran as food. His testimony on this point is explicit. By careful analyses and experiments with himself as the subject, he has demonstrated that while the hull or bran of wheat undoubtedly does contain a good percentage of nutriment, yet only a minute portion of it can be assimilated and the human system rejects the great bulk of it as soon as possible as waste matter. It is unnecessary to emphasize the well-known fact that it is not the quantity of nutriment, but the proportion which is digested, which determines the value of anything as food. But besides the inutility of bran in the digestive organs, there is a positive detriment from its introduction into bread. In the delicate cells of the inner bran reposes the vicious principle known as cerealine. A very small quantity of this mixed with flour makes the bread dark, somewhat sour and hard to digest. As our authority says: "Even the modest proportion of nutriment in bran is dearly bought." Other scientists have made similar experiments with animals as subjects before, but we believe there never have been any systematic attempts to demonstrate the point in reference through the medium of the human digestive organs. This demonstration should be taken as conclusive. The fallacy concerning the nutritive value of Graham flour and "bran foods" is clearly proved. It is only in flour made from thoroughly cleaned middlings, free from bran and carefully ground and bolted, i. e. patent flour, that the ideal wheat food is to be found.

WIVES FOR THE MANITOBA MEN.

Philadelphia Press.

"Canada is deficient in female population," Hon. J. B. Otway, a member of the Dominion Parliament, remarked as he took a constitutional on Chestnut street, Philadelphia: "The young fellows, who are making money fast out in the Winnipeg and Manitoba country, want wives and can't get them. An amusing circumstance happened lately. The Girls' Friendly Society, a London institution, sent some seventy young women to Canada to find homes. Their most sanguine expectation was to obtain employment in domestic service. One of them was a particularly bright and handsome girl, who, on her way over, became acquainted with a young Manitoba farmer, who was a passenger on the steamer. A mutual understanding was accomplished, they were married as soon as they landed at Quebec, and she accompanied him to the West. She didn't forget those who crossed the sea with her. Once fixed in her new home, she set up a sort of matrimonial agency in their behalf, and two weeks ago thirty of them started to meet the husbands she had engaged for them in the Western country. I understand that this benevolent, energetic person expects to do equally well for the rest of them."

COAL IN TURTLE MOUNTAINS.

From the Dunseith (Dak.) Herald.

Coal, so much needed throughout Dakota, is now known to exist in abundance in many places in the Turtle Mountains, more accessible in some places than in others. It is semi-bituminous, burning steadily, evenly, and almost entirely; leaving scarcely any ash, and if once on fire water will not put it out unless it is smothered. It burns with an intense heat, and in tests with the best Ohio coal, eight pounds of it gave as much heat and lasted an hour longer than the Ohio coal. It has been used with entire success and satisfaction in both heaters and ranges, and no unpleasantness is experienced from gases. It holds

its fire with superior tenacity, and produces a heat sufficient to weld steel; it also is very rich in its gas properties. Good croppings, and some very uniform and rich specimens of galena ore have been found in the vicinity of the coal, and several of the numerous springs are mineral, and highly impregnated with iron, sulphur and magnesia.

The benefit attending the development of the coal wealth of these mountains is unbounded, and the company here deserve the deepest gratitude of the settlers on our treeless prairies, for their pluck and enterprise in overcoming many obstacles to give the country the needed necessities, coal, railroads and markets for their products.

There are two mines being worked in the Turtle Mountains, one in Manitoba, and the other at Dunseith, where two tunnels have been opened into the hills at different places, and a third is in progress, this prospecting determining a large expanse of coal property. The formation of the coal is as follows: soil, sub-soil, sandstone, shale (a drab blue clay), and coal. Sandstone "horses" or columns, Nature's supports, frequently occur in these mines, one of which is now in plain view.

ONE OF INGERSOLL'S STORIES.

From the San Francisco Post.

Bob Ingersoll tells—in private, though—a good story at his own expense, but one which we see no reason should not be enjoyed by the world at large. It seems that while Ingersoll was in Cleveland, soon after his successful legal fight for the star routers, a sort of anti-tobacco crusade had been started in that city, and a well-known Boston scientist was delivering nightly lectures against the use of the soothing weed. This speaker invited others to argue the question with him, but, although the smokers were in the majority, the Boston man invariably proved too clever for the debaters brought against him.

Availing themselves of Ingersoll's presence, some of his friends begged the great orator to take up the cudgels in behalf of the tobacco users; which he condescended to do, more as a joke than for any serious reason.

That evening the hall was jammed, and, when the prohibitionist requested an answer to his arguments, Bob solemnly arose and said he would reply to the statement of his eloquent friend by the relation of a simple incident. He said:

"I was once attending to a mining case in one of the wildest and most lawless regions in Utah. A murder had recently been committed by a notorious thief, and a committee of local vigilantes were watching for him at every cross-road. Just after night fall I was riding back to the town from the mine, mounted on a white horse. The vigilantes had received information that the desperado in question would pass the very road the same evening, also riding on a white horse. The posse had ambushed themselves in some chaparral, and as I came down the bridle-path they got ready to fire altogether—for they waste no time on trials in that section. Entirely unconscious that half a dozen shotguns were sighting my shirt-front, I stopped my horse, struck a match and proceeded to light my cigar. Thinking that the light would give them a still better mark to shoot at, the concealed party held their fire for a second. In that second the blaze of the match reflected on my features, revealing they were not those of the man they awaited, and, stepping out on the road, they congratulated me on my narrow escape. And so, ladies and gentlemen, if I hadn't had the good fortune to be a smoker I wouldn't be here now."

"And you call that fortune?" grimly asked the anti-tobacco lecturer, after the applause had subsided.

"Wasn't it?" inquired Bob, with a plaintive smile.

"I don't see it," thundered his opponent. "If it hadn't been for that miserable cigar there would have been one less lawyer in the world."

And, amid the roar that followed, Ingersoll sat down, completely knocked out in one round.

AUGUST DOINGS IN MONTANA.

From the Miles City Journal.

Throughout Montana, if we can judge from the territorial papers, people are rather quiet and there have been few items of extra interest to note lately excepting where hot blood has risen with hot weather and "claret" has flowed in consequence.

The temperature has been decidedly conducive to laziness. A hundred in the shade is easily spoken but not easily borne. When the mercury gets up about there the local reporter rejoices that he has nothing to do with politics and he loiters around on the hotel porch with his chair tetered back, his feet braced up against a supporting column and talks about Polled Angus, Herefords, and Shorthorns and Longhorns (Texas) and smokes somebody else's cigarettes until he almost goes to sleep, and he calls that "interviewing." The only fault, about the scheme is the bundle of "copy" resulting from such interviews is very light and the local advised to change his course and take a carriage up to the office and lie down and read the exchanges. Thus ideas can be gained even if no clippings are made.

But the question is, "What's doing?" First of all stock growers will say we're shipping beeves. So they are and that by the thousand a day from some stations on the Northern Pacific. A shipment of 15,000 head this month from stations between Miles City and 100 miles east is expected by the *Journal* representative and he will watch the figures. New stations where shipments are being made, are proud as peacocks, and their saloons are doing a thriving business—townsites, churches and court houses should naturally follow, but not this year. This is a year for steady growth and not for such effervescences as was seen in some of the Dakota towns. The established towns, those with stocks of goods and doctors, lawyers, in fact, with the comforts of civilization to offer, will continue to grow steadily and need not fear being drawn upon by new beginners.

On the range the beef round-up is under way. Steers are being gathered, calves are being branded and a continual string of beef will now move to the Northern Pacific stations until wintry winds blow and the cattle owners conclude to take some of their profits and go East or South to speculate or rusticate according as they are inclined.

Hay cutting is about finished and the general report is that the crop has been very short. The owners of rustling natives are not very particular about the hay question. The old stagers believe, with good cause, that such cattle will find their feed even if the snow is deep, but woe to the pilgrims that get in here late. They would suffer less and make their owners more by going direct to the slaughter house. We haven't had a chance to see any Texas fever up in this country. In order to have the tenderfeet see what it is like they should take a little excursion away down South, and even from there we hear but little more from it. A police corps of veterinary surgeons, stock inspectors and quarantine officials stand ready to lariat the first case they find and out of their clutches it never shall go until we have a correct theory, proven by practice, regarding the true inwardness of the now famous disease.

Ranch life on the ranges is more temperate than is supposed by many who only know the cowboy of Western drama as put on the Eastern stage. Of course such warm weather as we have had lately makes herding and all kinds of work disagreeable, but it is in the open air and the boys thrive while city people grow thin.

THERE has been a general reduction in wheat rates on the Northern Pacific from all local points to Minneapolis and St. Paul, ranging from two cents to seven cents per hundred. The rates on farm products in carload lots, such as oats, potatoes, peas, flax, etc., on all lines, from all Minnesota and Dakota points, have been reduced four dollars and six dollars per carload. Corresponding reductions have been made in flour, feed, and all millstuff, including oil and salt, etc.

MONTHLY REVIEW OF THE WHEAT MARKET.

[PREPARED FOR THE NORTHWEST.]

MINNEAPOLIS, August 27, 1884.

The market just now is in a very unsettled condition, and almost the only certainty about it is that the crop now being harvested is the largest ever grown, and in quality it also surpasses that of any previous year. The question of grades has been the source of much anxiety during the past month, and even yet it is far from being satisfactorily adjusted. Two weeks ago a committee from the Minneapolis Chamber of Commerce, in company with one from the Millers' Association met a delegation at Duluth from the Board of Trade at that place, and endeavored to agree upon a set of rules for the inspection of the new crop of wheat. After some trouble, a set was drawn up and the Chamber of Commerce Committee presented them to the Board of Directors, which body referred them back to another committee, and after acting upon them the last committee has referred them to the Chamber for final passage.

The main feature of the proposed rules are the proportions of hard wheat necessary to constitute the different grades. No. 1 Hard must contain at least 85 per cent of Scotch Fife; No. 2 Hard must have 80 per cent; and Nos. 1 and 2 Northern shall have no less than 75 per cent of Scotch Fife or other variety equally as hard as Blue stem. Nos. 1 and 2 Northern are two new grades, and do not indicate the locality where the wheat was grown, but are merely used as arbitrary names to distinguish wheat containing a certain amount of hard wheat. The grade hitherto known as Extra No. 1 is abolished. The next regular meeting of the Chamber occurs one week from to-day, at which time the rules will probably be adopted. The Millers' Association has established a scale of prices and given its agents instructions to buy on the basis of 84c for No. 1 Hard. New No. 1 Hard for October delivery has been frequently offered on 'Change, but the first new No. 1 Hard of the season was sold last Monday, being a spot lot, at 84c. For the past month the market has made a vain attempt to withstand a general decline, but prices have been imbued with a feeling of weakness and a downward tendency that is only just beginning to meet with a check. On the publication of the visible supply statement each week, a slight reaction has taken place in prices, and a firmer market would follow for a short time, but this would soon give way to be followed by a still further decline. Within the past two days, however, grades of old Nos. 1 and 2 Hard have taken on a firmer feeling and as it becomes evident that old stocks at the mills are becoming exhausted, holders are firmer in their demands for higher prices. Old Nos. 1 and 2 Hard have advanced two cents, but other grades remain uniformly quiet and low. Growing crop prospects continue to have a depressing influence on prices. It is becoming patent to all that farmers are better able to hold their wheat than ever before, and owing to the prevailing low prices but a small proportion of the present crop is being placed on the market just now. The anticipated heavy rush of wheat to market has not taken place, and if long continued this may have a tendency to stiffen prices in the near future. Some of the old wheat now being shipped in is decidedly off grade, and shippers find fault with the comparatively low prices they receive, but when it is remembered that the demand for old is confined only to good old, not to smutty, musty, or bin burned wheat, it will be understood that only low prices can be obtained for a great deal of the receipts. Receipts of late again show an increase, owing, of course, to the arrivals of new wheat. Expectations are entertained by all for an unusually heavy business during the coming autumn and winter in wheat, though it is generally understood that millers will make no effort to buy ahead for future use even at the exceptionally low price of good wheat. There is no doubt also that the depressing bull manipulations in Wall street have done their share in keeping prices for wheat down, and

that as soon as a steadier market exists for railroad shares the reaction will have an encouraging influence on the grain trade. Eastern markets have shown a steady decline, in close sympathy with stocks in New York, though weekly statements of the amount of grain in store throughout the country have been uniformly low and are rapidly decreasing. Foreign markets have been dull and uninteresting throughout the month, and sales have been light with generally heavy supplies.

The wheat in store at the three principal points in the Northwest is as follows:

	July 28.	Aug. 25.
Minneapolis.....	1,437,442	560,098
St. Paul.....	115,000	20,000
Duluth.....	640,000	194,274
Total.....	2,192,442	774,372
Decrease for the month.....		1,418,070

FORT TOTTEN, DEVIL'S LAKE, NORTH DAKOTA.

From the Devil's Lake Inter-Ocean.

An hour's ride on the steamer Minnie H. over the the bosom of Dakota's famous salt sea, hemmed all about with rugged shores covered with lofty oaks and green grassy glades, brings the excursionist beneath the brow of one of nature's grandest mounds, Sully's Hill, and in sight of the pale blue brick structures erected nearly twenty years ago, composing the garrison of Fort Totten. Five minutes' walk from the landing of a winding path, through a delightful grove flecked with the white blossoms of the wild plum, and fragrant with the blooms of spring, brings us to the agency buildings, which are comfortable log and frame structures, clean, cool and fresh within, and without presenting a striking contrast to the average mushroom houses of a new country. One could easily imagine it is an old settled country in the East, for some of these agency buildings were constructed before the railroad approached within 300 miles of Devil's Lake.

Fort Totten has the reputation of being the most substantial, best built and best situated military post in the Northwest. It is located upon a commanding site, and the military equipments, being in charge of efficient officers, are in fine condition. It is certainly a charming spot, where the tourist or pleasure-seeker may find something new and interesting. The ride over the lake is one of the most pleasant features of the trip.

THE LARGE WHEAT FARMS.

We are real pleased to learn that some of our large wheat farms in Minnesota and Dakota are to be cut up into small farms and sold to actual residents. This is a step in the right direction. The too common idea that large farms pay better than small ones in proportion to the area cultivated, cannot be too soon got rid of by the farmers of the West. The man who opens a large farm—unless possessed of plenty of capital and help at all times to be depended upon—soon finds that many calculations he has made must be deferred in their execution or entirely abandoned. The demands required of the large farm, at one and the same time, must either be performed or a portion suffer while the other receives attention. The lack of promptness of hired help may cause the loss of half a crop; large crops that require immediate attention are never harvested as safely and cleanly as the smaller one that the owner can harvest alone or with the assistance of a hand or two. As a general rule, a farm of eighty to 160 acres is much more neatly farmed and more paying results received than from one of 1,000 acres where the growing of crops is made a source of profit.—*Minneapolis Tribune.*

EVERETT S. GEER'S
New Street Guide and Map
OF THE CITY OF ST. PAUL

Is just the Pocket Guide for every one to buy. Each street is numbered at all corners. Additions are given alphabetically and also printed on the map, making a complete reference for reality. Hack fare, horse car routes, banks, newspapers, hotels, public halls, blocks, buildings, etc., etc., are classified. Sent to any address upon receipt of \$1. For sale by book-stores and newsdealers. Office, Room 21, First National Bank Building.

HAGER & CO.,
REAL ESTATE,
Room 37, Gilligan Block.
ST. PAUL. - - - MINN.

F. 4. en.

New Summer Resort of the Northwest.
HOTEL MINNESOTA,

DETROIT LAKE.

200 miles west of St. Paul on Northern Pacific Railroad.

BEAUTIFUL SCENERY, LAKES,
WOODS, MOUNTAINS, and MINERAL
SPRINGS, MAGNIFICENT HUNTING and
FISHING. HUNTERS' PARADISE.

Deer, Geese, Ducks, Prairie Chicken, Partridge, Etc., Black
and Oswego Bass, Etc.

HOUSE NEW, MODERN IMPROVEMENTS, OUTSIDE FIRE ESCAPES,
Accommodates 200. Open All Year.

B. R. COLBURN, Proprietor,
DETROIT, MICH.

MINNESOTA AND DAKOTA LANDS!

1800 ACRES OF LAND!

IN OTTER TAIL, BECKER AND POLK COUNTIES, I

MINNESOTA, FOR SALE.

The above Lands were selected in 1877, and are well situated and surrounded with a prosperous farming community.

They are Part of over 3,000 Acres, the Balance of which Has Been Sold
AT \$5.00 TO \$8.00 PER ACRE.

These must be sold to close a partnership and will be sold low and on long time. Also 640 acres in Richland Co., Dakota, being Section 13, T. 134, R. 51. For particulars inquire at the office of this paper, or by mail of

B. S. RUSSELL, Jamestown, D. T.

NORTHERN PACIFIC RAILROAD LANDS

LAND DEPARTMENT,

BANK OF LA MOURE, DAKOTA.

We make careful personal selections of Northern Pacific Railroad Lands for stockholders and other purchasers in the

Best Wheat-growing District of North Dakota.

The counties of LaMoure and Dickey offer the best inducements to settlers and investors of any portion of the Northern Pacific grant now remaining east of the Missouri River. These lands lie on each side of the Fargo & Southwestern Railway.

We transact a general banking business, make investments for non-residents, and are land agents for N. P. R. Co. For advertising matter or information write to

ROBINSON, BUTTON & CO.

G' 84—C U La Moure, Dak.

B. S. RUSSELL. E. G. RUSSELL. B. D. RUSSELL.

B. S. RUSSELL & SONS,

—Land, Loan and Financial Agents.—

Investments made on first mortgage, netting holders 8 or
9 per cent, payable in the East.

JAMESTOWN, - - - DAKOTA.

REFERENCES:

THE FIRST NATIONAL BANK, New York.
G. M. TROUTMAN, Esq., Central National Bank, Philadelphia.
CHAS. PLATT, Esq., Insurance Company of North America, Phila.
C. D. BARNEY & CO., Bankers, Philadelphia.
HON. ULYSSES MERCUR, Supreme Court of Penna., Towanda, Pa.
JAMES S. PARSONS, Hartford, Conn.

GEORGE T. WICKES,
MINING AND MECHANICAL ENGINEER,

Member of American Institute of Mining Engineers, Mining and Mechanical Engineer for North Pacific Coal Co., solicits engineering work at Helena, Bozeman, Clark's Forks, and Billings. Also agent for examining, reporting upon, and looking after property for investors. Address,

GEORGE T. WICKES,
Post Office, Bozeman, Montana.

JOHN J. COLEMAN,
Successor to COLEMAN & OXLEY,INSURANCE, REAL ESTATE,
AND COLLECTION AGENCY,

Also Brokers in Securities and Live Stock,

MILES CITY, MONTANA.

R. S. REEVES,
Jamestown, Dak.

LANDS and LOANS.

Commissioner for the State of New York. Investments made for non-residents on long or short time loans. Money placed at 8 and 9 per cent on first-class real estate security. Taxes paid for non-residents. References given on application.

Washington Territory Land Company.

(INCORPORATED.)

Is prepared to supply all necessary information to, and fill all orders of, Capitalists, Immigrants, Colonists and other parties desirous of purchasing Agricultural, Coal, Timber, Iron and other lands, in any quantity, and in any part of Washington Territory and British Columbia, at most reasonable prices.

The Company, through its Legal Department, will pass upon and furnish certified abstracts of titles to lands, and take charge of Estates, lands, etc., belonging to non-residents, and attend to all matters relating to perfecting titles to Government and other lands.

The Company, through its Surveying and Civil Engineering Department, will make surveys and estimates, and will furnish plans or maps of all Mining, City and Country Property.

The resources of this Territory and British Columbia in Agricultural Land, Timber, Coal, Iron and other Minerals are unbounded, and vast tracts are yet unexplored. All parties desirous of procuring lands or homes will save time and expense by placing their business with this Company.

E. P. EDSON, Manager,
P. O. Box 678, SEATTLE, WASH. TER.

[No. 1649.]

FIRST NATIONAL BANK,

HELENA, MONTANA.

UNITED STATES DEPOSITORY,

Paid up Capital, - - - \$500,000
Surplus and Profits, - - - 275,000

General Banking Business and Collections in the Northwest receive prompt attention.

E. T. HAUSER, President. A. J. DAVIS, Vice President.
E. W. KNIGHT, Cashier. T. H. KLEINSCHMIDT, Asst. Cashier.

Messrs. Gold, Barbour & Swords, 10 Pine Street, New York, report the following closing quotations of miscellaneous securities August 25:

Northern Pacific 1st Mortgage Bonds	103 3/4	to	104
" " 2d " "	87 1/2	to	90 int.
" " Pend d'Oreille Div "	100	to	100 1/2
" " Missouri Div "	98 3/4	to	100 int
" " Dividend Certificates	78	to	79
St Paul & Duluth	15		
St Paul & Duluth Preferred	70		

The matter of the lease of the lines of the Oregon Railway and Navigation Company by the Northern Pacific Company is still undecided. It will probably be determined within a few weeks, and the fact that the interests of both corporations evidently lie in the direction of a consolidation of their lines under the management of the stronger and more important company leads to the opinion that satisfactory terms will be agreed upon and the proposed lease executed.

THE Minneapolis, St. Paul & Manitoba road furnishes the following summary of earnings and expenses for the fiscal year ending June 30, 1884:

Gross earnings	\$8,256,867 64
Operating expenses (45 23-100 per cent of gross earnings)	3,734,699 40
Net earnings	4,522,168 24
Surplus	610,677 37

Of the company's first mortgage seven per cent bonds, \$400,000 have been retired during the year from the proceeds of the sales of lands.

THE CASCADE MOUNTAINS—AN INDIAN LEGEND.—There seems to be but little doubt that the Cascades were produced by some great convulsion of nature. The Indian legend and scientific data agree on this point. The Indians maintain that once Hood and Adams stood close to the river at this point, with a natural arch of stone bridging the chasm. The mountains quarreled and threw out stones, fire and ashes, and the bridge fell. Before that time the river was navigable for their canoes from its source to the Dalles, and far beyond. They believe that the Sahille Tyhee was so angry at the mountains for their dissension that he hurled them north and south to the positions they now occupy. There may be some grains of truth in the legend, for just above the Cascades are several beautiful islands, between which a submerged forest is said to exist, with the tree trunks still standing beneath the waves. This, with the choking up of the river for a distance of eight miles, and the observations of engineers the past twenty years, demonstrates that the great mountains of basalt rest on a bed of conglomerate, with a substratum of sandstone pitching toward the river. The engineer of the Northern Pacific Railroad asserts that in repairs made to the narrow gauge road used for portage transportation in years gone by, it was found that after an interval of several years the track had twisted out of line from this action of the mountain. In one place it had moved ten feet, and more or less displacement had occurred for a distance of three miles.

Prices of Leading Northwestern Stocks.

COMPILED FROM DAILY REPORTS.

The following table shows the closing prices of leading Northwestern Stocks on the New York Stock Exchange, from July 28 to August 25:

1884.	No. Pac. Com.	No. Pac. Pfd.	Oregon Transp.	O. R. & Nav.	Oregon Imp. Co.	Chicago & N. W.	Chicago & N. W. Pfd.	C. M. & St. Paul.	C. M. & St. Paul Pfd.	St. P. M. & Manitoba.	St. Paul & Omaha.	St. Paul & O. Pfd.	Min. & St. Louis.	Min. & St. L. Pfd.	C. B. & Q.	Rock Isl.	Canadian Pacific.
July 28.....	20 3/4	49 3/4	11 1/4	75	17 1/2	97 3/4	130	79 3/4	108	93	30 3/4	92 3/4	14	28	118 3/4	113 3/4	44 1/4
July 29.....	20 3/4	49 3/4	11 1/4	80 3/4	17 3/4	98 3/4	131	80 3/4	107 3/4	94	30	93 3/4	14	28 3/4	118 3/4	113	43 3/4
July 30.....	21	50 1/4	12 3/4	81 3/4	18	99 3/4	131	82 3/4	108	96	31	94	13 3/4	28 3/4	119	111 3/4	44 3/4
July 31.....	22 1/4	52 1/4	12 3/4	83	19	103 3/4	133 3/4	85 1/4	109 1/2	96 1/2	32 1/4	95	15	31	120 3/4	114	45 3/4
Aug. 1.....	22 3/4	53 3/4	13 1/4	84	20	103 3/4	134	85 3/4	109 1/2	96	33 1/4	95 3/4	15	31	120 3/4	114 3/4	41 1/2
Aug. 2.....	22 3/4	52 3/4	15 1/4	84	20	103	133 3/4	84 3/4	109	95	32 3/4	94 3/4	14 3/4	30 3/4	120	114	46
Aug. 4.....	23	54 1/4	16 1/4	84	21 1/4	102 3/4	133 3/4	85	109 1/2	96	33	94 3/4	15	30	119 3/4	113 3/4	45
Aug. 5.....	21 3/4	51 3/4	16 3/4	83	20	102 3/4	132 3/4	86 3/4	111 3/4	97	33 3/4	96	14 3/4	30	120	113 3/4	45 3/4
Aug. 6.....	22 3/4	52 3/4	15 3/4	82	19	102 3/4	134	84 3/4	109 1/2	96	33 3/4	95	15	31	119 3/4	113 3/4	43
Aug. 7.....	21	50 1/4	15	80	18	101 1/4	130	82 3/4	110	96	32 3/4	94	14 3/4	30 3/4	118 3/4	112 3/4	45 3/4
Aug. 8.....	21 3/4	51 3/4	15 3/4	81	18	102 3/4	132 3/4	85	109 1/2	96	33	94 3/4	14 3/4	30	118	113 3/4	45 3/4
Aug. 9.....	22	51 3/4	15 3/4	81	18	101 1/4	132	84 3/4	108 1/2	96	32 3/4	94 3/4	15	30 3/4	119	113 3/4	44 3/4
Aug. 11.....	21	50 1/4	14 3/4	82	19	99 3/4	131 1/2	83	110	95 1/2	32	93	14 3/4	31	118 3/4	113	43 3/4
Aug. 12.....	21 3/4	51	15	82 1/2	19	99 3/4	131	83 3/4	109 1/2	95 1/2	32 3/4	93 3/4	14 3/4	30 3/4	118 3/4	113	44 3/4
Aug. 13.....	22	52 3/4	15 3/4	82 1/2	19 3/4	101 1/4	133 3/4	85 3/4	110 3/4	96	34	95 3/4	15 3/4	33	119	114 3/4	44
Aug. 14.....	22	52 3/4	15 3/4	86	20 3/4	103	134	87 3/4	111	96 3/4	33 3/4	95	15 3/4	31 3/4	120 3/4	114 3/4	45 3/4
Aug. 15.....	22 3/4	53 3/4	16 3/4	83 3/4	21 1/4	103 3/4	135 3/4	86 3/4	112 3/4	96	33 3/4	94	15 3/4	31 3/4	121 3/4	114 3/4	45 3/4
Aug. 16.....	22 3/4	53 3/4	17	82 3/4	21	103 3/4	135	86 3/4	111 3/4	96	34 3/4	94 3/4	17 3/4	31 3/4	122 3/4	115	46 3/4
Aug. 18.....	23 3/4	54 3/4	17 3/4	82	22	104 3/4	135 3/4	86 3/4	111 3/4	95 3/4	36 3/4	96 3/4	15 3/4	32	125	116 3/4	45 3/4
Aug. 19.....	24 3/4	54 3/4	17 3/4	83	24	105 3/4	136	87 3/4	111 3/4	97	36 3/4	97 3/4	15 3/4	32 3/4	125	116 3/4	45 3/4
Aug. 20.....	23 3/4	53 3/4	17 3/4	86	26 3/4	105 3/4	137	88 3/4	113	97 3/4	33 3/4	98 3/4	16 3/4	33 3/4	124 3/4	117	46
Aug. 21.....	23 3/4	53 3/4	17 3/4	86	26	105 3/4	136 3/4	86 3/4	114 3/4	98 3/4	37 3/4	98 3/4	15 3/4	34 3/4	124 3/4	117 3/4	46
Aug. 22.....	23 3/4	53 3/4	17 3/4	85	25	105 3/4	136	88 3/4	112 3/4	97 3/4	37 3/4	99 3/4	16 3/4	34 3/4	124 3/4	116 3/4	46
Aug. 23.....	22	51 3/4	16 3/4	85	23	105 3/4	136	86	112 3/4	97	36 3/4	97 3/4	15 3/4	32 3/4	124	114 3/4	45 3/4
Aug. 25.....	21 3/4	50 3/4	16 3/4	85	22	102 3/4	133 3/4	85 3/4	112	96 3/4	35 3/4	97	14 3/4	32 3/4	121 3/4	115	45 3/4

NORTHERN PACIFIC RAILROAD COMPANY.

Monthly Earnings Statement.

TREASURER'S OFFICE, 17 BROAD STREET,
NEW YORK, August 4, 1884.

	1883.	1884.	Increase.
Miles: Main Line and Branches	1,701	2,453	752
Month of July.....	\$850,223.07	\$1,026,449.00	\$176,225.93

EARNINGS FOR THE FIRST THREE WEEKS IN AUGUST.

NEW YORK, August 11, 1884.

	1883.	1884.	Increase.
Miles: Main Line and Branches	1,701	2,453	752
August 1 to August 7.....	\$226,380.00	\$243,094.00	\$22,716.00
July 1 to August 7.....	\$1,070,603.07	\$1,269,345.00	\$198,941.93

NEW YORK, August 18, 1884.

	1883.	1884.	Increase.
Miles: Main Line and Branches	1,927	2,453	526
August 8 to August 14.....	\$226,070.00	\$244,220.00	\$18,150.00
July 1 to August 14.....	\$1,296,673.07	\$1,513,765.00	\$217,091.93

NEW YORK, August 25, 1884.

	1883.	1884.	Increase.
Miles: Main Line and Branches	1,927	2,453	526
August 15 to August 21.....	\$219,700.00	\$214,023.00	\$5,677.00
July 1 to August 21.....	\$1,516,373.07	\$1,727,788.00	\$211,414.93

R. L. BELKNAP, Treasurer.

GOLD, BARBOUR & SWORDS,

BANKERS AND BROKERS,

10 Pine Street, - New York.

MEMBERS NEW YORK STOCK EXCHANGE, and

NEW YORK MINING STOCK EXCHANGE.

All classes of Negotiable Securities bought and sold, and advances made on same.
Northern Pacific First Mortgage, Missouri and Pend d'Oreille Division Bonds and Preferred Dividend Certificates bought and sold.

DREXEL, MORGAN & CO.,

WALL STREET,

CORNER OF BROAD, - NEW YORK.

DREXEL & Co., DREXEL, HARRIS & Co.,
No. 34 South Third Street, 31 Boulevard Haussmann,
Philadelphia. Paris.

DOMESTIC AND FOREIGN BANKERS.

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF

Messrs. J. S. MORGAN & CO.,

No. 22 Old Broad Street, London.

FOOTE & FRENCH,

BANKERS

—AND—
DEALERS IN GOVERNMENT BONDS,
OFFER FOR SALE

Northern Pacific R. R. Co.
Gen Mortgage and Land Grant Gold 6 per cent bonds, due 1921
Northern Pacific R. R. Co.
Pend d'Oreille Div. First Mortgage 6 per cent bonds, due 1919
Northern Pacific R. R. Co.
Dividend bonds, 6 per cent annually, due 1888.
ALSO DEALERS IN OTHER CONSERVATIVE INVESTMENT SECURITIES.
7 Congress St. and 2 Congress Square,
BOSTON, MASS.

St. Paul Advertisements.

STRONG, HACKETT & CO.,

IMPORTERS AND JOBBERS OF

**Hardware, Tinners' Stock and Tools,
GUNS AND SPORTING GOODS,
218, 215, 217 & 219 EAST FOURTH STREET,
ST. PAUL, MINN.**

ESTABLISHED 1860.

BOHN MANUFACTURING CO.

*Sash, Doors, Blinds, Mouldings, Stair Work
and Building Material,*

PINE AND HARD WOOD LUMBER.

WINONA, MINN.

Branch Office and Cor. Sixth and Waucoma Sts.,
Warehouse, ST. PAUL, MINN.

CRAIG, LARKIN & SMITH,

**WHOLESALE CROCKERY,
GLASSWARE, LAMPS AND HOUSE FUR-
NISHING GOODS,
No. 350 SIBLEY STREET,
ST. PAUL, MINN.**

L. H. MAXFIELD. C. SEABURY. W. T. MAXFIELD, Special.

MAXFIELD & SEABURY,

**WHOLESALE GROCERS,
195 to 199 East Third Street, Corner Sibley
ST. PAUL, MINN.**

*Agents for the Oriental Powder Mills Mining and
Blasting Powder.*

H. P. RUGG & CO.,

PUMPS, PIPE, MILL

—AND—

RAILWAY SUPPLIES

318 SIBLEY STREET,

ST. PAUL MINN.

JOHN H. ALLEN. DANIEL H. MOON. FRANCIS H. HOWELL.

The Oldest Wholesale Grocery House in the Northwest.

ALLEN, MOON & CO.,

Successors to P. F. McQUINNAN & Co., Established 1839.

Manufacturers' Agents and Importers of

*Teas and Coffees, English, French and Ger-
man Canned Goods and Delicacies,
and Fine Havana Cigars.*

201, 203, 205, 207 & 209 EAST THIRD ST., Cor. Sibley,
ST. PAUL, MINN.

SANDERS & MATHEWS,

MANUFACTURERS AGENTS

Foreign and American Cements,

LIME, PLASTER, HAIR, FIRE BRICK, CLAY, TILE, &c.

Car Load Lots Prices made, delivered at any point.

WAREHOUSE, NOS. 71 AND 72 LOWER LEVEE,
OFFICE, 166 EAST THIRD STREET,
ST. PAUL, MINN.

May, '83—cu.

**REAL ESTATE.
CITY PROPERTY A SPECIALTY.
MONEY TO LOAN.**

E. S. NORTON,

322 Jackson St., Gillman Block,

Collection of Rents and care of
Property for Non-residents.

ST. PAUL, MINN.

WM. LINDEKE. A. H. LINDEKE. G. WARNER. T. L. SCHURMEIER

LINDEKES,

WARNER &

SCHURMEIER,

WHOLESALE

DRY GOODS AND NOTIONS,

Miner's and Lumbermen's Suits a Specialty.

Cor. 4th and Sibley Sts., ST. PAUL, MINN.
May, '83—cu.

BEAUPRE, KEOGH & CO.

Wholesale Grocers,

226, 228, 230, 232, 234 & 236 EAST THIRD ST.,

ST. PAUL, MINN.

Direct Importers of Brazilian Coffees, China and Japan Teas,
Norway Herring and Stock Fish.
May, '83—cu.

COLBERT, HILL & CO.

WHOLESALE DEALERS IN

WOODEN AND WILLOW WARE,

Cordage, Twines, Brushes, Paper Bags,
Paper, Notions, &c.

403 SIBLEY STREET,

ST. PAUL, MINN.

May, '83—cu.

DE COSTER & CLARK,

FURNITURE,

342 and 344 JACKSON STREET,

ST. PAUL, MINN.

**Detroit Fire and Burglar Proof
Safes and Vault Doors.**

COMBINATION LOCKS PUT ON OLD SAFES.

Locksmithing and Electric or Mechanical Bell Hanging
Safe Opening and Repairing a Specialty.

C. C. MILES, Gen'l Agent,

385 Jackson Street, St. Paul, Minn.

June '83—cu.

"How do you do to-day?" asked a patron of a
library as she handed a book to the librarian. "I
hear you have been troubled lately with a spine in
your back."

AUERBACH, FINCH & VAN SLYOK,

IMPORTERS AND JOBBERS OF

DRY GOODS AND NOTIONS,

FOURTH, SIBLEY and FIFTH STS.,

ST. PAUL, MINN.

New York Office, 53 Leonard Street.

NOYES BRO'S & CUTLER,

IMPORTERS

—AND—

WHOLESALE DRUGGISTS,

ST. PAUL, MINNESOTA.

CORLIES, CHAPMAN & DRAKE,

(Incorporated.)

MANUFACTURERS

DOORS
SASH BLINDS MOULDINGS HARD WOOD ST. PAUL

FAIRBANKS' SCALES,

ECLIPSE WIND MILLS,

TANKS, PUMPS, PIPE, Etc.

The Best Goods in the Market.

FAIRBANKS, MORSE & CO.,

371 and 373 Sibley St., St. Paul, Minn.

ROBINSON & CARY,

Cor. Fourth and Waucoma Sts., St. Paul, Minn.

—DEALERS IN—

**Railway, Mill, Contractors' and Min-
ing Equipment and Supplies.**

P. H. KELLY MERCANTILE CO.,

Successors to P. H. KELLY & CO.,

WHOLESALE GROCERS,

—IMPORTERS OF—

TEAS AND COFFEES,

Established 1854,

April, '83—cu.

ST. PAUL, MINN.

FRANK BREUER.

WM. RHODES.

BREUER & RHODES,

Wholesale Iron, Nails, Steel, Heavy Hardware
and Carriage Materials,

Burden's Horse Shoes, Peter Wright's Anvils,

Bellows, Vises, Blacksmith and Wagon Supplies,

221 & 223 EAST FOURTH ST.,

ST. PAUL, MINN.

April, '83—cu.

NORTHERN PACIFIC REFRIGERATOR CAR COMPANY,

DEALERS IN AND TRANSPORTERS OF

DRESSED BEEF AND OTHER PERISHABLE PRODUCTS.

MARQUIS DE MORES, President and General Manager.
CHAS. W. SLEEPER, Vice President.
FRANK B. ALLEN, Secretary.
T. VON HOFFMAN, Treasurer.

CENTRAL OFFICE:—Corner Fourth and Cedar Sts., St. Paul.
SLAUGHTER HOUSES:—Medora, Miles City, Billings and
Blalock.
COLD STORAGE HOUSES:—New York, St. Paul, Duluth,
Brainerd, Fargo, Bismarck, Helena, Portland.

FARWELL, OZMUN & JACKSON,
WHOLESALE HARDWARE,
TIN PLATES AND METAL,
254, 256, 258, 260 & 262 East Third Street, St. Paul, Minn.

THE LARGEST STOCK IN THE CITY AT LOWEST MARKET RATES.
CORRESPONDENCE SOLICITED.

St. Paul and Pacific Coal and Iron Co.,
WHOLESALE DEALERS IN
COAL AND PIG IRON.
Sole Shippers to the Northwest of Phila-
delphia and Reading Coal.
General Office, ST. PAUL.
Docks at DULUTH and SUPERIOR.
A. PUGH, - - General Manager.



THE
Adams & Westlake Mfg. CO.,

MAKERS OF

THE WIRE GAUZE NON-EXPLOSIVE

OIL STOVE,

FOR HEATING AND COOKING PURPOSES.

Cooking for a large family can be done at a small
Expense. Beautifully Finished, Perfect Workman-
ship, Absolutely Safe and Free from Odor.

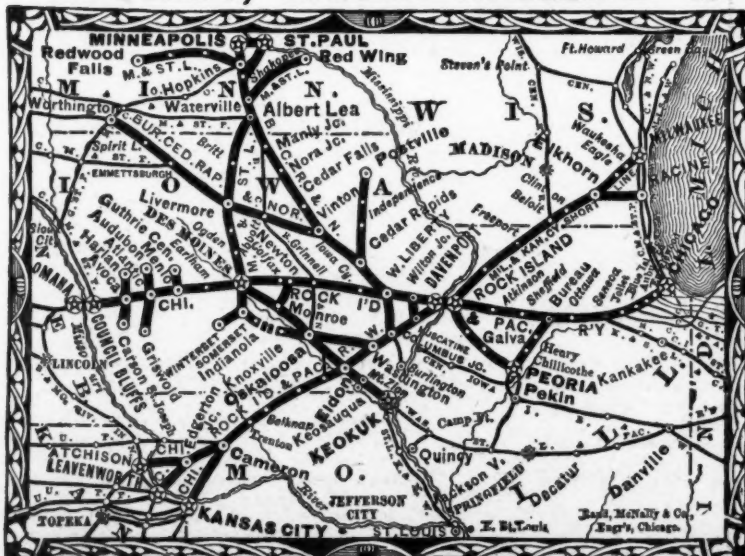
—ALSO—

Passenger, Parlor and Postal Car Lamps,
Locomotive Headlights, Switch, Signal, Station
Lamps, and General Railway Specialties.

CHICAGO, NEW YORK, BOSTON,
Franklin & Ontario Sts. 100 Beekman Street. 45 Summer Street.

NO LINE OF RAILWAY IN THE UNITED STATES HAS DONE MORE TO DEVELOP THE
GREAT WEST and NORTHWEST

—THAN THE—
CHICAGO, ROCK ISLAND & PACIFIC.



Rates of fare always as low as the lowest. Baggage checked through. Tickets sold to destination.
A. B. CABLE, President and Gen'l Manager. —CHICAGO.— E. ST. JOHN, Gen'l Ticket and Pass. Agent.

IT RUNS TWO
FAST EXPRESS TRAINS
EACH WAY, DAILY,
Between CHICAGO and
MINNEAPOLIS, ST. PAUL,
COUNCIL BLUFFS,
ATCHISON,
LEAVENWORTH and
KANSAS CITY.

Its train equipment consists
of
Magnificent Reclining
Chair Cars,
Pullman Palace Sleep-
ing and Buffet Cars,
World-famous Dining
Cars, and
Most Elegant and
Roomy Day Cars.

DECORATIVE ART.

For coloring Mosses, Grasses, Eggs, Ivory, Hair, Photographs
and all kinds of cloth, etc., etc., use Diamond Dyes. Send your
name on a postal and ask for "Long Sample Card" of 24 beau-
tiful colors.

D.4m. WELLS, RICHARDSON & CO., Burlington, Vt.

CAIN
Health and Happiness.

How? DO AS OTHERS
HAVE DONE.

Are your Kidneys disordered?
"Kidney-Wort brought me from my grave, as it
were, after I had been given up by 13 best doctors in
Detroit." M. W. Deveraux, Mechanic, Ionia, Mich.

Are your nerves weak?
"Kidney-Wort cured me from nervous weakness
&c., after I was not expected to live."—Mrs. M. M. B.
Goodwin, Ed. Christian Monitor Cleveland, O.

Have you Bright's Disease?
"Kidney-Wort cured me when my water was just
like chalk and then like blood."
Frank Wilson, Peabody, Mass.

Suffering from Diabetes?
"Kidney-Wort is the most successful remedy I have
ever used. Gives almost immediate relief."
Dr. Phillip C. Ballou, Monkton, Vt.

Have you Liver Complaint?
"Kidney-Wort cured me of chronic Liver Diseases
after I prayed to die."
Henry Ward, late Col. 69th Nat. Guard, N. Y.

Is your Back lame and aching?
"Kidney-Wort (1 bottle) cured me when I was so
lame I had to roll out of bed."
O. M. Tallmage, Milwaukee, Wis.

Have you Kidney Disease?
"Kidney-Wort made me sound in liver and kidneys
after years of unsuccessful doctoring. Its worth
\$10 a box."—Sam'l. Hodges, Williamsstown, West Va.

Are you Constipated?
"Kidney-Wort causes easy evacuations and cured
me after 15 years use of other medicines."
Nelson Fairchild, St. Albans, Vt.

Have you Malaria?
"Kidney-Wort has done better than any other
remedy I have ever used in my practice."
Dr. R. K. Clark, South Hero, Vt.

Are you Bilious?
"Kidney-Wort has done me more good than any
other remedy I have ever taken."
Mrs. J. T. Galloway, Elk Flat, Oregon.

Are you tormented with Piles?
"Kidney-Wort permanently cured me of bleeding
piles. Dr. W. C. Kline recommended it to me."
Geo. H. Horst, Cashier M. Bank, Myerstown, Pa.

Are you Rheumatism racked?
"Kidney-Wort cured me, after I was given up to
die by physicians and I had suffered thirty years."
Elbridge Malcolm, West Bath, Maine.

Ladies, are you suffering?
"Kidney-Wort cured me of peculiar troubles of
several years standing. Many friends use and praise
it."—Mrs. H. Lamoreaux, Isle La Motte, Va.

If you would Banish Disease
and gain Health, Take

KIDNEY-WORT
THE BLOOD CLEANSER.

EDWARD B. SMITH. TOWNSEND DAVIS
SMITH & DAVIS,
General Insurance Agents
(AND FORWARDERS),
FIRE, LAKE, CANAL AND OCEAN RISKS AT CUR-
RENT RATES.
Office, 200 Main Street, Buffalo, N. Y.

"You swear positively that it was on Sunday
morning that you heard the woman shout for help?"
"Yes, your honor, positively." "This affair oc-
curred some months ago. Couldn't it have been Sat-
urday morning, or Monday morning, instead of
Sunday morning?" "Impossible, your honor."
"But why?" insisted the judge. "Man's memory
is not infallible. Why are you so positive it was
Sunday morning?" "Because when I first heard
the cry for help I was out in the back yard digging
angleworms."

"Ah, Mr. Hebbleton, I hear that you have been
called to the ministry." "Well, I can hardly term
it a call. They only offer me five hundred a year.
Sort of a whisper, you understand."

A fashion journal has an article headed "How to
make a match safe." We think the safest way is to
set it off and then blow it out. After that it is
perfectly harmless.—Boston Post.

"What is wanted in this country," said the bride,
as she examined the wedding presents, "is silver
service reform; that set is plated."

NORTHWESTERN NOTES.

IN the new Fargo directory there are 3,332 names, making the population of the city, at an estimate of three and a half persons to each name, 11,662. There are 350 more names this year than last.

THE Oregon Pacific Railroad, will, it is thought, be finished from Yaquina to Corvallis in sixty days. The railroad officials say that it is their intention to push the line eastward, but decline to name the route.

THIS year Livingston will ship about 400,000 pounds of wool, Big Timber as much, and Billings 500,000 pounds. The greater part of this comes from Meagher County, the great wool-growing county of Montana.

FARGO has now three competing lines of railroad to St. Paul and Minneapolis, and ought to be happy. The third line is furnished by the practical absorption of the new Fargo Southern into the Chicago, Milwaukee & St. Paul system.

WHEN one stands and sees a freight bill for the transportation of 60,000 pounds of binder twine paid by one man, the realization comes that the name "Granary of the World," is really appropriate for North Dakota, even when all booming and blowing is laid aside.—*Valley City (Dak.) Times*.

THE Northern Pacific can boast of the largest shipment of cattle by one man. John N. Simpson of the Continental Land and Cattle Company on the Cheyenne and Little Missouri rivers, has contracted to ship 18,000 head East, 12,000 of which have already been shipped, the next 6,000 to be shipped within sixty days.

It pays to ship bones from Dakota to Chicago. There are ten teams gathering buffalo bones on the prairie in the vicinity of Washburn, which they deposit at various points along the river, whence they are carried by boat to Bismarck. The head of the industry in Bismarck says it costs him eight dollars per ton to put them on the river bank. He sells the bones in Chicago for twenty-five dollars per ton.—*Washburn (Dak.) Times*.

As a curiosity we present the Lord's Prayer in Chienook: Nesika papa klaxta mitlite kopa sahale, kloshe kopa nesika tumtum mika nem; kloshe mika tyee kopa konaway tilakum; kloshe mika tumtum kopa illahe kakhwa kopa sahale; potlathe konaway sun nesika muckmuck, pie kepet kumtuks konaway nesika mamook me aheche kopa nesika; mrash siah kopa nesika konaway mesahche. Kloshe kakhwa.

CEUR D'ALENE, the new mining camp in Idaho, may not be panning out in the matter of gold and silver as well as was expected, but in other respects it seems to be doing quite well. One of the advertisements of the many concert saloons already established there reads as follows: "The Golden Gate, Enright & Weber, Proprietors. The Most Elegantly Furnished Saloon in the Camp! Free Lunch! The Tiger Growls Night and Day."

THERE is really no hurry about the building of Seattle's proposed railroad up to the "common point" where it is to connect with the Cascade Branch of the Northern Pacific. It will be two or three years before the tunnel under the Stampede Pass can be pierced. When that great work approaches completion it will be time enough to begin the connecting road to Seattle. To build as far as the Green River coal fields is of course a different matter. That might well be done as a local enterprise by the people of Seattle to increase the coal output coming to their wharves.

DAKOTA UPLANDS.—Five years ago people who said the table lands of the country between the Hills and the Cheyenne would be located and farmed would have been hooted. Three years ago stockmen claimed that such land was good only for grazing. One year ago but few experiments in grain-raising on such land had been made. One year hence there will be very few sections of such land remaining open to settlement, and in ten years from the present time these lands will produce the bulk of the grain grown in Western Dakota. Thus will the history of Illinois repeat itself.—*Rapid City Journal*.

It is seldom that devil fish appear in Puget Sound of a size that could possibly give semblance of reason to the stories of their sanguinary exploits, but the following from the *Victoria Standard* would indicate that we may not only believe, but also shudder in believing: "On last Saturday a boating party leaving the landing in this harbor, bound outward on pleasure intent, had a narrow escape from accident. When off Macauley Point the boat became entangled in the kelp, and an octopus rising suddenly from the water, flapped its tentacles over the gunwales of the boat and nearly succeeded in capturing one of the fair occupants of the frail craft. But the presence of mind of the helmsman saved the lady from an unwilling immersion."

A STATISTICAL article in the *Fargo Argus*, compiled from assessors' reports, shows that twelve counties in North Dakota, including Barnes, have an area of 880,172 acres in wheat, which, at even fifteen bushels per acre, would give a yield of 13,202,580 bushels, with the populous counties of Richland, Kidder, Burleigh, Grand Forks, Walsh, Pembina, Steele, Griggs and Nelson to hear from, besides quite a number of newly settled counties, where the acreage is small. Statistical Agent Baynes, of Dakota, announces the entire crop of Dakota as 25,600,000 bushels. If these statistics are correct, and coming from this reliable source are as near correct as possible, it gives the twelve counties over one-half of Dakota's entire yield of the golden cereal.

FROM partially finished statistics for the season, says the *Portland News* of the 2d, a healthy showing of business is made, a gratifying increase in nearly all lines of produce received in Portland over those of the previous season being shown. The total receipts of various articles since August 1, 1883, have been as follows: 2,888,052 cents wheat, 505,823 barrels of flour, 112,123 cents oats, 5,528 cents barley, 48,981 cents bran, 45,025 cents millstuff, 24,818 sacks potatoes, 43,265 bales hay, 9,473,119 pounds wool, 1,475,325 pounds hides, 30,290 boxes fruit, 41,131 barrels lime, 31,463 sacks flaxseed, and 1,818,111 pounds hops. In wool, flour, hops and wheat a large increase will be noticed over the product of the former season. This showing augurs well for a revival in all branches of business in the near future.

THE Dakota plains will soon be cleared of buffalo bones. The bleached heads strewn along the Northern Pacific have given the tourist a special sense of getting his money's worth of romance as he sped on toward the Missouri and the mountains. Now the stretches of prairie show rarely the gleaming white spots, and at nearly every station can be seen piled up for shipment the chaotic anatomy of countless thousands of buffalo. Farmers are paid two dollars and three dollars a wagon load for them. For months carload after carload, to the number of hundreds, has passed St. Paul on the way to Eastern cities, where they are turned to account as fertilizers. The horns are used for knife handles, buttons and similar things. Even the bones that surveyors have stood up as sighting points have been picked up and carried off, such is the demand for them.—*St. Paul Pioneer Press*.

MONTANA in its ample area is a vast country. Everything in it and pertaining to it is made on the same gigantic scale. The main range of the Rocky Mountains skirts its southern border and passes in a northwesterly direction through the Territory for a distance of over 500 miles, and forms the great water sheds between the Atlantic and Pacific oceans, while still farther west the higher ranges of the Bitter Root Mountains form the boundary between it and Idaho for more than 300 miles. These mountains and their spurs abound in all the useful and precious metals and minerals. The plains portion extends from the Rocky Mountains to Dakota, and contains about 90,000 square miles. The whole country, where not covered by forests (and only the mountains are) is one vast pasture of the most nutritious grasses, affording unlimited feed for horses, cattle and sheep.—*Montana Stock and Mining Journal*.

UNDER the head of "Rimrock Farms," the Palouse (Wash. Ter.) *Gazette* says: The bonanza farms of Whitman County are located in the Uniontown Dis-

NATHAN FORD

GIVES BARGAINS IN

Knabe Pianos, Hazelton, Fisher and other Pianos, and Clough and Warren Organs.

96 E. Third St. . . ST. PAUL.

tract. We herewith give the dimensions of a few of them: Milton Gubel has 1,000 acres inclosed, and has a 500-acre wheat field; the Mix Farm embraces 640 acres, 450 of which are under cultivation; D. Stewart & Sons have 1,480 acres fenced, and cultivate about 500; E. H. Nixon tills 450 of 780 acres inclosed; Mugget has 480 acres fenced and 250 in grain; M. Schulties cultivates 640 acres and his fence protects 960; Ferguson Bros. cultivate nearly all of their 1,480 acres. For 1,000 acres of this they gave 1,000 double eagles last fall. The smaller farms in the vicinity range from 130 to 200 acres. The grain produced is "headed" and made marketable by steam threshers. The Mix Farm produced 11,000 bushels of wheat last season, which netted \$7,000.

THE Butte & Atlantic Railroad Company, articles of incorporation for which were filed August 1, is composed of some very substantial citizens of Montana, and their identity with it and the very evident substantial business it would command make it seem probable it will be built and is not a mere paper road. The line is from Butte to Gallatin Station—Three Forks of the Missouri—and the distance seventy-two miles. Aside from the tributary mineral and agricultural country on the line, it gives Butte an outlet east saving 100 miles over the present route via Garrison and Helena, and it shortens up the haul to the same extent for the coal required at Butte from Bozeman, as well as merchandise. The diverging branch proposed to Dillon will make direct valley connection with the Union Pacific system, and that to Virginia City will make very complete railroad communication for that part of Montana. The line proposed to be followed is across Pipestone Pass, and along the Jefferson River. There are eighteen miles of mountain work with 116 feet grade and eight more miles of 100 feet grade. It is not proposed to tunnel, and the rock work is estimated at 20,000 cubic yards.—*Deer Lodge (Mont.) New Northwest*.

WRITING of the growth of Lewis County, Wash. Ter., the *Seattle Post* says: Of late years it has been solid and satisfactory to a degree highly gratifying to the residents and citizens thereof. The county is the only one in Western Washington having no navigable waters, and no front upon either the sea or the great Columbia River. In consequence no ship or steamer ever takes cargo or passengers to its towns or people, and all communication within its borders is by road, either rail or wagon. The Tacoma-Kalama Railroad bisects the county into east and west divisions, and along it have been built several thriving and attractive villages, as Winlock, Newaukum, Chehalis and Centralia. The two latter are beautifully located and contain many handsome houses, Chehalis being the seat of the county. The population of the county depends wholly upon agriculture for means of support. The products are varied, consisting of fruits and vegetables, milk, butter and cheese, hay, oats and wheat, horses, cattle, hogs and poultry. Sale is found for the surplus products in Portland, Olympia, Tacoma and Seattle, and the sale is always rendered easy by having it known that the product is from "Lewis County." Chehalis has a population of 300 souls, Centralia almost as many, and Winlock, Newaukum and Claquato each about 150. The county is supposed to have 6,000 inhabitants.

"Trust men and they will trust you," said Ralph Waldo Emerson. "Trust men and they will bust you," says an ordinary every-day business man.

A LITTLE NONSENSE.

"Here! Tickle my neck with a straw!" shouted the editor to the printer's devil, as the diminutive demon passed through the sanctum. "What for, sir?" was the astonished query. "Never you mind; just do it—that's all. I must get up a sensation of some kind—it's been dull all week."

"Look at the doggie with the long nose," said young Miltiades at the menagerie. "What's that called?" "That," replied his mother, "is an ant eater." "An ant eater," he repeated thoughtfully. "Then I wish they'd feed him on Uncle Jack's wife, 'cause she didn't give me any birthday present."

Overhead in a barber shop: Modern Elijah, who inclines to be facetious—"I'm getting pretty bald, ain't I? Guess you'll have to cut my hair for about half price, hereafter, eh?" Tonsorial artist, who is equal to the emergency—"Oh, no, sir; we always charge double when we have to hunt for the hair."—*Lowell Citizen.*

SAVING HIS CAPITAL.—"You're a goose!" angrily exclaimed an Austin man to his wife, who continually chided him about his excessive extravagance. "You do nothing but cackle, cackle, cackle all the time." "Yes, dear," she sweetly replied; "but you must not forget that the cackling of geese once saved the capital of Rome, and if cackling can save your capital I'm going to keep it up."

A CHEERFUL HACK DRIVER.—An invalid from Boston came to Austin for his health. He was confined to his bed at first but soon recovered sufficiently to take a ride in a hired hack. The hack driver was very polite and attentive, and when he helped the invalid out, on their return to the hotel, the latter said:

"I am very much obliged. I think I shall require your services again pretty soon."

"You bet you will. I drive the hearse."—*Texas Siftings.*

"Tickets, please," said the conductor, as the train pulled out of the Grand Central station last night.

"Ah, owing to my delayed appearance at the deppo," said a young lady passenger, "caused by a most unfortunate chain of circumstances, quite unnecessary to particularize, I found it impossible to purchase a ticket in time to catch the train. Would it be conformable with the rules of the company, sir, if I were to tender my fare to you?"

"Not—not entirely," gasped the frightened conductor. "Bu—but in this case I will make it so. Your fare to Boston, ma'am, is five dollars."—*New York Sun.*

HE WAS FROM NEW JERSEY.—A couple of practical jokers, living at a big up-town hotel, bought a terrapin while walking through the market the other day, and slipped it into the bed of a fresh arrival who had just registered.

They watched that night until they saw the new-comer retire to bed. In about ten minutes a white-robed figure began shouting down the elevator shaft for the landlord.

When the crowd got up stairs the victim conducted the landlord to the bed and turned down the clothes.

"Mister Hotelkeeper," said the stranger solemnly, pointing to the terrapin, "I'm from New Jersey, and I can stand most anything, but either that bug or me has got to take another room."—*San Francisco Post.*

A BOARDING HOUSE MOTTO.—Family mottoes are usually poetic. Few are as practical as the one suggested by the following:

Mrs. Stimdiet—I am going to buy some nice mottoes to decorate our home. Of course, I have a "Bless-Our-Home" motto for the front hall, and I also have some appropriate ones for the parlor. It is the dining room that bothers me.

Boarder—I saw one to-day that would be just the thing.

Mrs. Stimdiet—Indeed? Where was it?

Boarder—In a grocery store.

Mrs. Stimdiet—That is a queer place. What did it say?

Boarder—It said, "If you don't see what you want ask for it?"—*Philadelphia Call.*

CARY, OGDEN & PARKER,

West 18th & Brown Sts., Chicago,

MANUFACTURERS

DRY COLORS,

Fine Coach and Car Colors, Parker's Cement Paint,

MIXED PAINTS, ETC., ETC.

11-4

Minneapolis Advertisements.

SHATTO & DENNIS,

OF MINNEAPOLIS, Minn.,

Are Northwestern Agents for

ATLAS ENGINES and BOILERS,

The Cummer Automatic Engines, B. W. Payne & Son's Automatic Engines, including Straw Burners, E. C. Atkins & Co.'s Saws, Eagle Machine Works' Celebrated Saw Mills, Cordesman & Egan Co. Wood-working Machinery, Cameron Steam Pumps, Eberman's Injectors, and can supply any demand for machinery of any kind.

Pullies, Shafting, Belting, Packing & Engineers' supplies.
Jan. '84—cu.

"REGAN'S CRACKERS,"

MADE BY

WM. M. REGAN & CO.,

Cracker Bakers,

21 & 23 South Second St.,

MINNEAPOLIS.

Jan. '84, cu.

F. HEYWOOD,

Manufacturer of all kinds of

PAPER BOXES,

122 & 124 Washington Ave.,

MINNEAPOLIS,

Nov. '83, cu.

816 Sibley Street,

ST. PAUL,

MINNESOTA.

CHAS. A. PILLSBURY & Co.,

Merchant Millers,

MINNEAPOLIS, MINN.

BRANDS: { PILLSBURY A. PILLSBURY B. } Daily Capacity 7,500 Bbls.
ANCHOR. EXCELSIOR.

ESTABLISHED BY GOVERNOR PILLSBURY, 1855.

Janney, Semple & Co.,

WHOLESALE

HARDWARE, IRON,

RAILWAY AND MILL SUPPLIES, ETC.,

Nicollet Avenue, Bridge Square and First Street,

MINNEAPOLIS, MINN.

Our stock is unequaled in extent and variety in the Northwest. Car loads of Iron, Nails, Paper, etc., from Stock or Mills. Prices in competition with any market. Mail inquiries solicited.
April, '83—cu.



THE CALIGRAPH.

THE ONLY PERFECT

TYPE WRITER.

No learning required. Can be operated at sight by anyone. It is light, strong and durable, and does not get out of order. No oiling, inking or winding up required.

It is indispensable to clergymen, lawyers, stenographers, authors, copyists and architects, and is invaluable to the merchant with a large correspondence. From one to twenty copies can be produced at one writing and press copies can be taken from the work. In use in all important railroad offices. Address

BARRON & FRACKER, Gen'l Agts.,

27 Union Square, New York City,
12, 14 & 16 Court Street, Brooklyn, N. Y.

W. D. WASHBURN, President.

J. E. STEVENS, Jr., Manager.

W. D. HALE, Treasurer.

The Washburn Mill Company,

MERCHANT MILLERS,

Minneapolis, Minn.

LINCOLN MILL, PALISADE MILL,

ANOKA, MINN.

CAPACITY 800 BARRELS.

BRANDS:

WASHBURN'S BEST,
Jan. '84, cu. LINCOLN.

MINNEAPOLIS.

CAPACITY 1500 BARRELS.

BRANDS:

Royal Rose,
PALISADE.

CULL RIVER LUMBER CO.,

CULL RIVER, MINN.,

MANUFACTURERS AND WHOLESALE DEALERS IN

Lumber, Shingles and Lath.

LONG DIMENSIONS A SPECIALTY.

Office, Mill and Yard on Line N. P. R. R.

PLANING MILL AND DRY HOUSE ATTACHED.

Sept. '83—cu.

MINNEWAUKEN,

COUNTY SEAT OF BENSON COUNTY.

NORTH DAKOTA.

Section 15, Township 153, Range 66.

Minnewaukan is located on the terminus of the Jamestown & Northern branch of the Northern Pacific railroad, at the west end of Devil's Lake, on a high plateau of land overlooking from every part of the town that beautiful sheet of water.

At Minnewaukan there is a good steamboat landing with two steamboats making regular trips between it and Fort Totten, and points on the eastern end of the lake, and a gravelly beach making delightful drives for tourist and health seekers.

Minnewaukan is ninety miles north of Jamestown, midway between the Northern Pacific railroad and the International boundary will be the Division headquarters, and the only town on the Northern Pacific Railroad located on Devil's Lake.

The famous Mouse River and Turtle Mountain country is more directly tributary to it than to any other railroad town, and the immense emigration to all the country west and northwest of Devil's Lake must pass through this town and make it their supply point and market for years.

The surrounding country is a fertile, undulating prairie, rich, deep soil, abundantly productive, meandered by streams and dotted with lakes. No equal opportunity exists in the whole West for the selection of a home as is offered by this rapidly settling country, tributary to Minnewaukan.

All branches of business are open and no fairly intelligent and industrious business man can fail to build up a lucrative business.

The moderate prices at which we offer lots in Minnewaukan insures the investor large profits. No other town in North Dakota of equal prominence has been placed in the market.

The town is jointly owned by the Northern Pacific Railroad company and a syndicate, who will both show their confidence in the town by making substantial improvements.

TERMS OF SALE:

One-fourth Cash, balance Six, Nine and Twelve Months, at 7 per cent. Interest.

The plat is now on sale at the office of

Nickeus, Wilbur & Nichols,

JAMESTOWN, DAKOTA.

For information, plans and prices, call on or address

D. L. WILBUR,

Trustee for Syndicate,

JAMESTOWN, D. T., or

GEN'L LAND AGENT, N. P. R. R.

ST. PAUL, Minn.

S. H. & E. Y. MOORE,

HEAVY HARDWARE AND RAILROAD SUPPLIES,

And Manufacturers of

"Climax" Barn Door Hangers, Etc., Railroad Hangers, Moore's Hand Hoists, Moore's Differential Pulley Blocks, &c.

163 AND 165 LAKE ST., CHICAGO.

THE HOTCHKISS & UPSON CO.

MANUFACTURERS OF

CARRIAGE, MACHINE, PLOW, ELEVATOR AND BRIDGE BOLTS, NUTS, PLATES, CAST AND WROUGHT WASHERS, SKIN AND COACH SCREWS. Also, GIMLET POINT COACH SCREWS.

Price List Sent on Application.

CLEVELAND, - - OHIO.

THE CHEAPEST AND BEST.

PHOTO ENGRAVING CO.

61 Park Place New York

ENGRAVING FOR ALL ILLUSTRATIVE AND ADVERTISING PURPOSES

Pennsylvania Steel Company,

MANUFACTURERS OF

STEEL RAILS

FROGS, CROSSINGS, SWITCHES

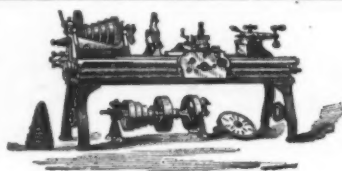
AND

RAILWAY MATERIAL,

WORKS AT STEELTON, PENN.

Office: 208 S. 4th St., Phila.

New York Office: 160 Broadway.



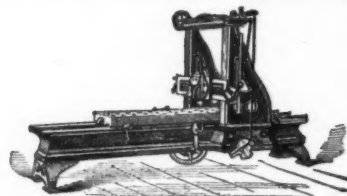
POTNAM MACHINE CO.
FITCHBURG, MASS., U.S.A.

MACHINISTS' TOOLS, STEAM ENGINES,

WOODWORTH PLANERS, WATER WHEELS,

MILL WORK, SHAFTING, &c.,

Salesrooms, 115 Liberty St., NEW YORK.



CRERAR, ADAMS & CO.,

MANUFACTURERS AND DEALERS IN

Railway Supplies,

AND IMPORTERS OF

JESSOP'S ENGLISH STEEL,

And best English Crucible Steel and Charcoal

IRON WIRE ROPE

For Hoisting and Mining Purposes.

11 AND 13 FIFTH AVE., CHICAGO, ILL.

Chicago Forge Bolt Co.,

BOLT MAKERS.

MACHINE BOLTS.

LAG SCREWS

RODS and BOLTS for BRIDGES and BUILDINGS.

BOLTS MADE TO ORDER.

HOT PRESSED NUTS

Send for Price List.

Works at
SOUTH CHICAGO.
June '84 - cu.

Office, 93 Lake Street,
CHICAGO.

The **MIDVALE** STEEL & CASTINGS

FORGINGS **TIRES** **AXLES**

NICETOWN. PHILADA. PA.

DILWORTH, PORTER & CO., Limited.

RAILROAD

AND

BOAT SPIKES,

PITTSBURGH, PA.

CALUMET IRON & STEEL CO.,

Chicago, Ill.,

MANUFACTURERS OF

PIG METAL, OPEN HEARTH STEEL,

Heavy Steel Castings,

BAR IRON AND NAILS.

August, '83 - cu.

STANDARD JOURNAL BEARINGS,

LEAD-LINED, SELF-FITTING.

Adopted by the Leading Railways in this Country and Canada.

MANUFACTURED, SOLD AND GUARANTEED BY

D. A. HOPKINS, Patentee, 113 Liberty Street, New York.

FOUNDRIES: JERSEY CITY, N. J.

In the patent fight between "LeRoy" and "D. A. Hopkins," an emphatic decision in favor of "Hopkins" was rendered January 3d, 1883.

UNION BRASS MFG. CO.,

CHICAGO, ILL.,

MANUFACTURERS OF

CAR TRIMMINGS,

THE

Hartley Reclining and Revolving Chairs

(now in use on many of the leading Railroads),

REVOLVING CHAIRS FOR PARLOR CARS.

AND THE CELEBRATED

SEARLE HOT WATER HEATER,

The most popular and best Heater extant.

THE ORME LOCOMOTIVE VALVE,

ALSO WOOD CEILINGS FOR CARS,

THE BEST IN THE MARKET.

WORKS:

OFFICE:

97 to 109 Ohio St.

103 Ohio St.

J. HALL DOW, Prest.

D.-4.

A. H. WILDER, President. JAS. SEVILLE, Gen'l Manager.
C. H. GRAVES, V. President. W. C. JOHNSON, Sec. and Treas.

THE DULUTH IRON COMPANY,

DULUTH, MINN.

Manufacturers of

Lake Superior Charcoal Pig Iron,

FOUNDRY, CAR WHEEL AND MALLEABLE.

Also, general manufacturers of Mill Machinery, Iron and Brass Founders, Machinists, and

HEAVY AND LIGHT FORGINGS.

July, '83—cu.

THE BISMARCK JOURNAL,

A Representative Western Newspaper published at Bismarck, Capital of Dakota, by C. A. Lounsberry.

Subscription price \$2.00 per annum.

Col. Lounsberry published the first newspaper printed in North Dakota, in 1873, and since then has been continuously connected with the press of Dakota and with the development of the Northwest. Address,

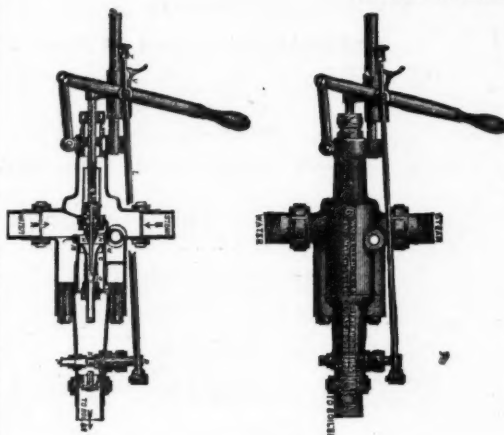
C. A. LOUNSBERRY, Publisher Journal,
BISMARCK, DAKOTA

"See here," he said to his clerk, "I don't mind letting you off a day now and then to attend your grandfather's funeral, but I think you ought to have the courtesy to send a few of the fish around to my house."

HIS EXCUSE.—Priest—"Pat, I understand you are going to be married again." Discontented widower—"Yis, yer riv-rence." Priest—"But your wife, Pat, has only been dead two weeks." Discontented widower—"Yis, yer riv-rence; but shure ain't she as dead now as she iver will be?"—*The Judge.*

WILLIAM SELLERS & CO.,

PHILADELPHIA,



Iron and Steel Working Machine Tools,

For Railways, Machine Shops, Forges,
Rolling Mills, etc.,

TURN-TABLES, PIVOT BRIDGES, SHAFTING, Etc.

Tweedle's Hydraulic Riveter,

THE 1876 LOCOMOTIVE INJECTOR,

ALL BRASS, WORKED BY ONE MOTION OF A LEVER.

BRANCH OFFICE:

79 Liberty Street, New York.

AARON FRENCH, CHAIRMAN.
JULIUS E. FRENCH, VICE CHAIRMAN.

GEO. W. MORRIS,
GEN. MAN'R.

D. C. NOBLE, SEC. & TREAS.
W. P. HANSELL, GEN. SUPT.

OFFICE AND WORKS,

THE A. FRENCH SPRING CO. LIMITED,

MANUFACTURERS OF

Elliptic and Spiral Railway

Wagon and Carriage Elliptic

SPRINGS

SPRINGS OF ALL DESCRIPTIONS, FOR VALVES, MACHINERY, &c

SOLE MANUFACTURERS

Hansell's Patent Keg Shape Street Car Springs,

A. French's Patent Hot Compressed Band,

USED ON ALL LOCOMOTIVE AND CAR SPRINGS.

ALL SPRINGS made of the Best Quality Crucible Steel.

NEW YORK:

BOSTON:

CHICAGO:

ST. LOUIS:

33 Boreel Building,
H. A. LITTLE, Agt.

52 Mason Building,
JNO. KENT, Agt.

246 Clark Street,
JOS. M. ZOGAN, Agt.

209 N. Third Street,
M. M. DUCK & CO. Agts.

21st and Liberty Streets,
PITTSBURGH, PA.

WASSON MANUFACTURING COMPANY,

SPRINGFIELD, MASS.

Railway Cars,

Car Wheels, &c.

NEW YORK OFFICE,

18 BROADWAY.

Portland Locomotive Works,

PORTLAND, MAINE.

NEW YORK OFFICE,

18 BROADWAY.

JAMES T. PATTEN,

RAILWAY EQUIPMENT,

REPRESENTING THE

Wasson Manufg Co. of Springfield, Mass., Railway Cars, &c.; Portland Company of Portland, Maine, Locomotives.

18 BROADWAY, NEW YORK.

A-4.

Portland Advertisements.

J. LOEWENBERG, PORTLAND. P. GOLDSMITH, NEW YORK.

GOLDSMITH & LOEWENBERG,
MANUFACTURERS OF
STOVES and RANGES
AND IMPORTERS OF
METALS.

84 & 86 Front Street, Portland, Ore.
NEW YORK OFFICE: TEMPLE COURT. H-4CU

KELLY, DUNNE & CO.,

Importers and Dealers in

Paints, Oils, Glass, Varnish, Brushes, Etc.

Also Proprietors of the

PHOENIX OIL WORKS,

Manufacturers and Refiners of

LUBRICATING AND ILLUMINATING OILS.

We carry and have always on hand the largest assortment in the Northwest of Fairbanks' Lard Oil, Sperm Signal Oil, Cylinder Oil, Valve Oil, Engine Oil, West Virginia Oil, Car Oil, Head Light Oil, and every description of Oils for Railroads, Mills and Mining Purposes.

Store, 42 Front Street. Works, 12th Street, between J and K
PORTLAND, OREGON.

Would be pleased to open correspondence with parties desiring to place their goods in this market. H-4CU

CORBETT, FAILING & Co.,

IMPORTERS AND JOBBERS OF

HARDWARE, IRON AND STEEL.

—AGENTS FOR—

DUPONT'S GUNPOWDER.

H-4CU

81 & 83 Front St., Portland, Ore.

TACOMA! ON PUGET SOUND.

THE WESTERN TERMINAL CITY

OF

THE GREAT TRANSCONTINENTAL

Northern Pacific Railroad.

INVIGORATING AND AGREEABLE CLIMATE!

MAGNIFICENT SCENERY!

**GOOD OPENINGS for BUSINESS MEN,
MANUFACTURERS and FARMERS.**

The Tacoma Land Company is now offering for sale Town Lots in Tacoma, and Agricultural Lands of Superior Quality, in the vicinity of the terminus of the Northern Pacific Railroad.

**DESIRABLE LOTS FOR RESIDENCES
AND BUSINESS PURPOSES.**

Parties who intend moving to Washington Territory should first visit Tacoma before locating, and see the most beautifully laid out town in the Northwest, whose natural advantages will recommend themselves at once.

Full information may be obtained by applying to

ISAAC W. ANDERSON,

General Manager, Tacoma, W. T.



The Largest

Moline, Ill.

PLOW MANUFACTURERS

IN THE WORLD.

PLOWS, HARROWS,

SULKY PLOWS,

GANG PLOWS,

THE FAMOUS

CULTIVATORS.

SINGLE LEVER GILPIN SULKY PLOW,

SELF LEVELING, LIGHT RUNNING.

THE BEST MADE. OVER 50,000 IN USE.

Send for Catalogue and Prices.

FARMERS' POCKET COMPANION FREE.

Full Line of Agricultural Implements of Every Description.



DEERE & CO., Minneapolis, Minn.,—Branch House.

THE STANDARD LUBRICATING OIL OF AMERICA FOR RAILROADS.

Galena Engine, Coach and Car Oil.

GRAVITY 26°, 27°, 28°, 29°; COLD TEST, 10° to 15° BELOW ZERO.

No freezing in coldest weather, and entire freedom from hot journals at any time; perfect uniformity at all seasons of the year. Saves 40 per cent. in wear of brasses, as its exclusive use upon a majority of the leading railroads has demonstrated.

SHOWING BETTER RESULTS THAN ANY OIL EXTANT.

References furnished on application.

GALENA OIL WORKS (Limited),

CHAS. MILLER, Pres't and Gen'l Manager.

FRANKLIN, PA.

Heavy Rails, Light Rails,

RAILWAY FASTENINGS,

STREET

RAILS.

ADDRESS:

CAMBRIA IRON CO.,

Office,

218 South Fourth St.,

P. O.

Philadelphia, Pa.

Works,

Johnstown,

Pennsylvania.

"THE TACOMA,"

NEW TACOMA, W. T.

ACCOMMODATIONS FOR 250 GUESTS.

TERMINUS OF THE NORTHERN PACIFIC RAILROAD.—W. D. TYLER, Manager.

THIS entirely new and first-class hotel, at the terminus of the Northern Pacific Railroad on Puget Sound, is situated at an elevation of one hundred feet above the waters of Commencement Bay, commanding a charming view of the Sound, the Puyallup River and Valley, or Mt. Tacoma (14,500 feet in height), and of the snow-capped Cascade Range, within sight of the best fishing and hunting grounds of the Northwest, free from malaria, flies and mosquitoes, and thoroughly equipped with every modern improvement, including Electric Bells, Gas, Baths, Hydraulic Elevator, Steam Heat, and an Unsurpassed Water and Sewage System. It is beyond doubt

THE SUMMER RESORT OF THE PACIFIC COAST.

A cuisine of peculiar excellence, large, well ventilated rooms, and furniture of the latest and best design, insure the visitor every comfort any hotel of the first rank can offer. Tourists and business men en route to or from the Sound ports will find this hotel a delightful stopping place. The extreme thermometric range, Winter and Summer, is from 20° above zero to 80° above. A Good Orchestra will be one of the Summer Attractions.

AMUSEMENTS.

Music, Dancing, Billiards, Yachting, Fishing, Hunting, Croquet, Lawn Tennis, Etc.

The rides and drives in the vicinity are numerous and charming. The ascent of the glaciers of Mt. Tacoma having been successfully accomplished, the management has secured the services of competent guides for those desirous of visiting them. For terms of board, etc., address.

W. D. TYLER,

New Tacoma, W. T.